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C. B. 296 A

291/46
A HANDBOOK OF
MESOPOTAMIA

CORRECTIONS AND ADDITIONS TO
VOLUME IV
NORTHERN MESOPOTAMIA AND
CENTRAL KURDISTAN

*Prepared on behalf of the Admiralty and
the War Office*

Gt. Brit. Naval Intelligence Division

DECEMBER, 1918

NAVAL STAFF

INTELLIGENCE DEPARTMENT

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NOTE

THE fourth volume of the *Handbook of Mesopotamia* includes routes in the country north of a line joining Rowanduz, Mosul, Meskeneh, and Aleppo up to Van, Bitlis, Diarbekr, and Mar'ash.

The present Additions and Corrections are based partly on information dating from before the war, partly on recent intelligence (principally of 1917 and the first half of 1918). For the routes in central Kurdistan and the adjoining Persian borderland some Russian information has been used ; most of it dates from before the war.

All estimates of mileage must be considered as approximate only. In most cases they are based on the rough calculations of travellers, or on times given by travellers, or on sketch-maps or incomplete surveys. The question-marks placed beside some of the figures indicate that these are peculiarly doubtful: it is not implied that other figures may be regarded as exact.

It is necessary to emphasize the fact that in the circumstances the information given cannot be complete, and that conditions are constantly undergoing change. The Admiralty will be glad to receive further corrections and additions.

ABBREVIATIONS

In the itineraries the following abbreviations and conventional signs may be noted :—

r. = right. l. = left.

h.w. = high water. l.w. = low water.

I. = Island.

T.L. = telegraph line.

T.O. = telegraph office.

P.O. = post office.

m. = miles.

Distances are given throughout in statute miles.

Alt. = altitude, which is given in feet above sea-level unless otherwise stated.

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RIVER ROUTES

THE TIGRIS

ROUTE III G (pp. 34-65)

DIARBEEKR—MOSUL

m. 0-m. 169½. **Diarbekr—Jeziret-ibn-'Omar.**

The following distances for the river-route from Diarbekr to Jeziret-ibn-'Omar are taken from the sketch-map of the authority who descended the river in 1903.

Left Bank	Total Distance Miles	Intermed. Distance Miles	Right Bank
	0	0	Diarbekr.
Bridge.	0	2	Bridge
Kiabi.	4½	2¼	
	5½	1¼	Charokhi.
Haji 'Isa.	6½	¾	
Mudarris.	11	4¾	
	11½	½	Mouth of the Qara Kö- prü Su.
Zorāweh.	13½	2	
Village (also called Zorā- weh).	14¼	¾	
	15½	1	Bajwan.
	16	¾	Pornakh.
	18	2	Yuvaijik.
Arzogla.	18½	½	
Small island.	20½	2	
	21¾	1¼	Hujeti.
Höleh.	22¾	1	
Island about ½ m. long.	24¾	2	
	25¾	1	Mound; Qirq village beyond it on the S.

Left Bank	Total Distance Miles	Intermed. Distance Miles	Right Bank
The 'Ambār Chai enters the Tigris. 'Ambār village on its l. bank near the mouth.	27	1 $\frac{1}{4}$	
Two islands. Channel in 1903 followed the l. bank past conglomerate cliffs.	30	3	
	31 $\frac{1}{4}$	1 $\frac{1}{4}$	
Daroli 1 m. from the river.	33 $\frac{1}{4}$	2	Korselleh.
Bismil.	34 $\frac{1}{2}$	1 $\frac{1}{4}$	
	35 $\frac{3}{4}$	1 $\frac{1}{4}$	
Several islands near the l. bank below this point.	38	2 $\frac{1}{4}$	Tezekli.
Qurukji.	39 $\frac{1}{2}$	1 $\frac{1}{2}$	
Bochelu.	44	4 $\frac{1}{2}$	
	44 $\frac{1}{2}$	$\frac{1}{2}$	Tepch. Island about $\frac{3}{4}$ m. long near r. bank.
Zari.	47 $\frac{1}{2}$	3	
Village on the high ground.	48 $\frac{3}{4}$	1 $\frac{1}{4}$	
Gunda 'Isa.	49 $\frac{1}{2}$	$\frac{3}{4}$	Kunjik.
Gunda Avdi.	50	$\frac{1}{2}$	Allis.
Village.	50 $\frac{1}{2}$	$\frac{1}{2}$	
The Salatin Su joins the Tigris.	53	2 $\frac{1}{2}$	
Salat.	54	1	
	55	1	
Köprü.	56 $\frac{1}{2}$	1 $\frac{1}{2}$	
Two houses.	57	$\frac{1}{2}$	
Shavashun.	58 $\frac{1}{2}$	1 $\frac{1}{2}$	
	59	$\frac{1}{2}$	
Mouth of the Batman Su.	60	1	Zewi.
	60 $\frac{1}{4}$	$\frac{1}{4}$	
Bediyah.	61	$\frac{3}{4}$	Alonun.
Simon Yeni Köi.	77 $\frac{1}{2}$	16 $\frac{1}{2}$	
	81	3 $\frac{1}{2}$	
Shkefta.	82 $\frac{1}{2}$	1 $\frac{1}{2}$	
Zakhora.	85 $\frac{1}{2}$	3	
Zoheiri.	86 $\frac{1}{2}$	1	Merdes.

Left Bank	Total Distance Miles	Intermed. Distance Miles	Right Bank
Hasan Kaif.	88	1½	
	93½	5½	Kefr Albo.
	95	1½	Deraf.
Mouth of the Ridhwān Su.	97	2	
	98	1	Shaibiyeh.
Khandaq.	100½	2½	
Bela.	103½	3	
Avta.	107½	4	
Til on the r. bank of the Bohtan Su at its mouth.	109½	2	
	110	½	Moweleh.
Very rough rapids.	113	3	Very rough rapids.
'Ali Ramo.	117½	4½	Challek.
	122	4½	Hardak.
Mouth of the Pir ed-Dal.	123½	1½	
Rapids.	126	2½	Rapids.
Very rough rapids.	126½	½	Very rough rapids.
Kestā. }	131½	5	Rapids.
Rapids. }	134½	3	Germav.
Rapids.	142	7½	Rapids.
	147	5	Mouth of the Herpisen Su. and village.
Rapids.	154½	7½	Rapids.
Rapids.	157½	3	Rapids.
Rapids.	158	½	Rapids.
Finik.	160½	2½	
Rapids.	162	1½	Rapids.
	163	1	Zewa.
Mouth of the Rohsur Su.	103½	½	
Mansuriyeh.	164½	1	
	167	2½	Jeziret-ibn-'Omar.

m. 236½ (r. bank). **Kefr Zemān.** This seems to be the locality called Hāwi Zummar by other authorities who mention a Kurdish village of the same name. The village is perhaps that called Sheikhuba in text (see under m. 235¾). Compare *Route* 91, under m. 46.

m. 313¾ (r. bank). For '**Tel Astair**' read: '**Tel Asfair.**'

THE EUPHRATES

ROUTE IV I (pp. 66-8)

BIRIJIK—MESKENEH

p. 66, *2nd paragraph*. 'It is reported that the Germans have established a river port at Jerablūs.' *Add*: 'It is said that Jerablūs is now a more important boat-yard for the building of *shakhturs* than Birijik.'

p. 66, *3rd paragraph*. For '1-3 m. in length' read: '1-3 m. in breadth'.

p. 68. *Add*:

JERABLŪS—MESKENEH

A German report (August 1917) gives the following distances by river between Jerablūs and Meskeneh:

Miles from
Jerablūs

0	Jerablūs.
57½	Arudeh (Sheikh Arud, about 18 m. in a direct line N. of Meskeneh on W.O. Map, E.T.A., sheet 29, 1915).
85½	Meskeneh.

LAND ROUTES

CENTRAL KURDISTAN

ROUTE 60 a (pp. 69-76)

RANIYEH—URMIA (150 m.)

Total Distance. By the tracks described in detail below the total distance is probably about 150 m. For corrections of distances in text see below. By taking shorter tracks at a number of places referred to below the route would probably be reduced to about 140 m.

Authorities. Add: *Routes in Persia*, vol. ii, Route 105. Sketch-map (1902). Summary of Russian reports.

Introduction, lines 6-7. After 'It is only in parts passable for all arms' add: 'According to a sketch-map of 1902 it is practicable for wheels (i) in the Lahjan plain from Kaplisān to Passova, and beyond to the Gutrawal Gedik; (ii) between Gelwan and Naghirdeh; (iii) from Yenikend to Urmia via Dashāqli (Tāshāqli), Dizehtekkeh, and Qaraqach.'

lines 7-8. For 'The Shulduz Chai . . . the Nistān Su are all difficult to ford' read: 'The Sulduz Chai is difficult to ford'. (Compare corrections to introduction to *Route 60 b*.)

m. 0-m. 20½. **Raniyeh—Duchanān** (Duchamān).

The authority for this route took 5 hrs. 45 min. on this stage, the distance by his route-map being about 18½ m. For details see below.

m. 0-m. 13. **Raniyeh—Sharvat Su.**

For 'The route . . . (see Vol. III, *Route 41*)' substitute:

Miles from
Raniyeh
0

Raniyeh. The route starts in a general ESE. direction to Derbend. It crosses a stream flowing past the east side of Raniyeh village and then makes across the plain for

Miles from
Raniyeh

the Derbend Gap. There is no road, but several tracks lead across fields of rice and barley. The ground is very heavy in wet weather. Sketch-map (1902) marks the track as fit for pack-transport only.

According to a Russian report native carts (*arabas*) can traverse the plain between Raniyeh and the spur at the W. end of Derbend Gap.

2 Pass **Boksin**, small village of Raya Kurds, $\frac{3}{4}$ m. to r.

4 Pass **Kuragu** village, similar to Boksin, close by on r. In about 10 min. after passing Kuragu, T.L. (single wire) from Kōi Sanjaq to Qal'ah Dizeh crosses the road from r. to l. Spring about 1 m. away to SW.

Cross a small stream; path very stony.

5 $\frac{1}{4}$ Route rounds a spur and enters the **Baba Derbend** defile, by which the Lesser Zāb passes from the Pishder to the Raniyeh plain. The defile is a gap about 300 yds. wide between two narrow rocky ridges running NW.-SE. The river is about 8 yds. wide, 6-8 ft. deep, and unfordable (early December). There is no track along the l. bank. On the r. bank the road is 18 ft. wide, and well revetted, but in 1902 loose stones and boulders would have had to be removed to make it passable for guns. (According to Russian report there is a stretch of about a verst ($\frac{2}{3}$ m.) unfit for wheels in the defile.)

6 **Derbend** village.

Track from here through the defile is rough and stony, among loose boulders. It lies close along the river-bank.

7 $\frac{1}{4}$ Cross the **Shirūshi Chai**, a tributary of the Lesser Zāb, on issuing from the eastern end of the defile. This stream in December was 25 yds. wide and 2 ft. deep in a shingly bed 150 yds. wide. (The Shirūshi Chai is 20 min. beyond Derbend village, and is marked on authority's route-map as a little over 1 m. from the latter point; in the authority's mileage it is given as 1 $\frac{3}{4}$ m. from Derbend.)

The track from the Derbend gorge to the Sharvat Su is marked on authority's route-map as fit for pack-transport only.

7 $\frac{3}{4}$ Pass **Komallah**, a village of Mangūr Kurds, $\frac{1}{2}$ m. to l. The route then turns SE. and follows the right side of the bed of the Zāb. (W.O. Map, sheet 34, marks a track from

Miles from
Baniyeh

this point leading ENE. direct to Duchamān.) On the far bank of the Zāb are steep cliffs. On this side is a shingly bed about $\frac{1}{4}$ m. wide, and then a stretch of marsh of about the same breadth. In spring the whole of this wide bed is filled by the river. On the l. of the road are a number of low spurs terminating in the banks under which the road runs. Between these spurs are nullahs draining into the Zāb. These side-valleys are marshy, which makes the streams in them difficult to ford, though these are not deep. In spring the streams would have to be forded higher up.

$8\frac{1}{2}$

Kharaju, small Mangūr village under the bank.

10

Cross a small stream in a wide bed of stone and shingle.

$10\frac{1}{4}$

Kinjari, another Mangūr village under the bank. Turn up to l.

$11\frac{3}{4}$

Ford the **Sharvat Su** a network of streams and marsh, overgrown with willows, reeds, and brambles. The ford is intricate and difficult, and a guide is advisable. Here route to Ser Desht continues ESE., while the Urmia road bears to the l.

m. 13—m. $20\frac{1}{2}$. **Sharvat Su—Duchanān** (Duchamān).

The distances on this stretch by authority's route-map are as follows:

Miles from
Baniyeh

$11\frac{3}{4}$

Sharvat Su.

$12\frac{1}{2}$

Sultān Deh.

$14\frac{1}{2}$

Khān Diqqah.

$16\frac{3}{4}$

Cross stream.

$18\frac{1}{2}$

Duchanān (Duchamān).

The track is marked as fit for pack-transport only.

m. $20\frac{1}{2}$. For, '**Duchanān**': read '**Duchamān**'.

m. $20\frac{1}{2}$ —m. $47\frac{1}{2}$. **Duchanān** (Duchamān)—**El-Watan**.

The authority of 1902 took 7 hrs. 20 min. on this stage, the distance by his route-map being about 22 miles. The road is marked as fit for pack-transport only.

Distances by route-map are as follows:

Miles from
Baniyeh

$18\frac{1}{2}$

Duchamān.

$19\frac{1}{4}$

Cross into valley of the Wazneh Su.

$20\frac{3}{4}$

Path branches to Balik.

Miles from
Baniyeh

23 $\frac{3}{4}$	'Valley closes in', &c. (See under m. 26 $\frac{3}{4}$ in text.)
26 $\frac{1}{4}$	'Ford a stream from the NE.', &c. (See under m. 29 $\frac{1}{4}$ in text.)
27 $\frac{1}{2}$	Top of steep ascent from river. (See under m. 31 in text.)
29	Apparently about here the track crosses the new Turco-Persian frontier as delimited in 1914. (See below, correction to m. 31.)
30	Shaniyeh plateau on farther side of the Wazneh Su. (See under m. 31 in text.)
30 $\frac{1}{2}$	Pass Gurishir. (See under m. 31 in text.)
31 $\frac{1}{2}$	Descent to stream. (See under m. 35 $\frac{1}{2}$ in text.)
33 $\frac{1}{2}$	Summit of ridge; old Turco-Persian frontier. (See under m. 37 $\frac{1}{2}$ in text.)
34 $\frac{1}{4}$	Cross tributary of the Wazneh Su. (See under m. 40 $\frac{1}{2}$ in text.)
34 $\frac{3}{4}$	Cross first of three spurs. (See under m. 40 $\frac{1}{2}$ in text.)
36 $\frac{1}{4}$	Cross headwaters of the Wazneh Su.
38 $\frac{1}{4}$	Track to Ser Desht branches to r. Wazneh <i>yāila</i> to l. (See under m. 42 $\frac{1}{2}$ in text.)
40 $\frac{1}{2}$	El-Watan.

m. 20 $\frac{1}{2}$. *For* 'General direction . . . is N.' *read*:

'General direction of route to El-Watan is NE.'

For 'Duchanān Chai' *read*: 'Duchamān Chai'.

For 'Cross over . . . on the l.' *substitute*:

'Ascend from gully and cross over into the valley of the Wazneh Su. Bear to l. (NE.) on leaving the gully.'

m. 31. *After* 'Track very stony . . . above the r. bank of the river' *add*:

'In this neighbourhood cross Turco-Persian frontier as delimited in 1914. From this point in the Wazneh valley the frontier-line runs N. along a spur to the Chaurin Dāgh; on the other side it ascends the Wazneh (or Darmeh) Su for about 4 $\frac{1}{2}$ m., till it turns SW. up the Khuri Nerseng valley.'

For 'Ascend shaley hill-side . . . summit of the Assus Dāgh' *substitute*:

'About 1 m. beyond the new frontier the route passes the junction of two valleys, which meet here from SE. and NE. respectively. That from the SE. is the valley of the main stream of the Wazneh (or Darmeh) Su (as the upper course of the Wazneh makes a great bend to S., its headwaters are crossed by the route six or seven miles NE. of

this point). The valley from the NE. is that of a tributary of the Wazneh, marked on the map of Turco-Persian Boundary Commission (1914) as the Dola Tu. The route follows the r. (N.) side of the Dola Tu valley.

South of the junction of the valleys, on the l. side of the Wazneh Su, is the plateau of **Shaniyeh**, well cultivated, with a few small villages and scattered houses on it. About it are gentle slopes covered with oaks, and rising to spurs from the summit of the Assus Dāgh.

About $\frac{1}{2}$ m. beyond the junction of the valleys the route passes the village of **Gurishir** on the farther (S.) side of the Dola Tu valley. It is apparently hereabouts that the route ascends a shaley hill-side over a spur.'

m. 35 $\frac{1}{2}$. For 'Ascend a steep ravine from the main valley of the Wazneh Su' *substitute*:

'Ascend a steep ravine from the main valley (the authority in his description calls the stream in this main valley the Wazneh Su, but from his route-map and from that of the Turco-Persian Boundary Commission it would appear that the Dola Tu is meant).'

m. 37 $\frac{1}{2}$. Delete 'forming the Turco-Persian frontier'. See above, corrections to m. 31.

m. 40 $\frac{1}{2}$. This mileage is wrongly placed; it should be transferred to the entry at the top of p. 72 in text ('Cross the headwaters of the Wazneh Su', &c). The 'steep, stony descent' mentioned in text is the descent from the ridge referred to under m. 37 $\frac{1}{2}$. For distances in this neighbourhood compare correction to m. 20 $\frac{1}{2}$ -m. 47 $\frac{1}{2}$, above.

m. 42 $\frac{1}{2}$. 'Track to Ser Desht.' According to an entry on authority's route-map it is 7 $\frac{1}{2}$ hrs. to Ser Desht from this point. This track seems to be followed by the route between El-Watan and Ser Desht mentioned in *Route 60 b*, under m. 48 $\frac{1}{4}$.

m. 72 $\frac{1}{4}$ -m. 93 $\frac{1}{2}$. Delete text ('m. 72 $\frac{1}{4}$ **Kaplisān** . . . m. 93 $\frac{1}{2}$ **Passova** ') and *substitute*:

Miles from
Raniyeh
72 $\frac{1}{4}$

Kaplisān, large village.

(Kaplisān is about 65 $\frac{1}{4}$ m. from Raniyeh by the scale of distances given above in corrections to m. 0-13, m. 13-20 $\frac{1}{2}$, and m. 20 $\frac{1}{2}$ -m. 47 $\frac{1}{2}$.) Route from Rowanduz joins here (*Route 61 d*, m. 56 $\frac{1}{2}$).

Road from here to Passova fit for wheels.

73 Ford a head-stream of the Lesser Zab. Approach hills on NE.

Miles from
Raniyeh

74 $\frac{3}{4}$

Pass **Berk 'Amran** $\frac{1}{2}$ m. to r. at the foot of a hill, which lies between the road and a large stream, the main head-water of the Lesser Zab (so authority's route-map).

76 $\frac{1}{4}$

Pass **Kandarkulan** $\frac{1}{2}$ m. to l. Route now bears to NE., running parallel to the stream mentioned above under m. 74 $\frac{3}{4}$.

Hereabouts a track leading to Suj Bulāq branches off to r. (Route 61 d, m. 60 $\frac{1}{2}$).

82

Junction of streams forming the large stream which has been followed for the last six miles. Cross two of these tributaries. From here level and easy going, chiefly over fields, without any signs of a track.

82 $\frac{1}{2}$

Track branching to r., marked on authority's route-map as leading to Qal'ah Sipan in 2 hrs. According to W.O. Map (E.T.A. series, sheet 34, 1916) this track leads to Suj Bulāq over the Meidan Gedik.

86

Passova (about 79 m. from Raniyeh by the scale of distances given in preceding corrections).

m. 93 $\frac{1}{2}$. *After* 'Another track . . . (of 1916)' *add*:

'According to a Russian report Khalil Bey used the road by Jildigān and Ushnu in moving from Rowanduz on Urmia in May, 1915.'

m. 102 $\frac{1}{2}$. **Gelwan.** *Add*:

'From Gelwan two routes, both marked as practicable for wheels, lead northwards. One of these leads NE. past Bāliqji to Naghirdeh, as described in text, though the mileage there given is probably wrong (see below). The other leads N. and then NNE. to Chiāneh, which by this way is about 3 $\frac{1}{2}$ m. from Gelwan (see further below, corrections to m. 109 $\frac{1}{2}$ —m. 163 $\frac{1}{2}$).'

m. 102 $\frac{1}{2}$ —m. 109 $\frac{1}{2}$. According to the authority's route-map Bāliqji is about 2 $\frac{1}{4}$ m. from Gelwan, and Naghirdeh about 2 $\frac{1}{4}$ m. from Bāliqji.

m. 109 $\frac{1}{2}$. **Naghirdeh.**

After 'It contains . . . of a mound' *add*:

'Naghirdeh is about 92 $\frac{1}{2}$ m. from Raniyeh by the scale of distances given in preceding corrections.'

m. 109 $\frac{1}{2}$ —m. 163 $\frac{1}{2}$. **Naghirdeh—Urmia.**

Delete text from the note on Chiāneh at the top of p. 74 to the end of Route 60 a, and substitute:

'The mileages and descriptions given for this stretch in *Mil. Rep. on*

E. T. A., vol. iii, Route 108, and *Routes in Persia*, vol. ii, Routes 107 and 105, appear to contain a good deal of confusion. The distances given below are based on route-map of 1902.

From Naghirdeh there are two routes leading in the direction of Urmia besides the one described in detail below.

(i) Naghirdeh—Dizeh *via* Dashāqli (Tashāqli). This runs slightly E. of N. from Naghirdeh to Dizeh on the shore of Lake Urmia. From Dizeh it proceeds to Dashāqli, near which village it joins the route given in detail below (see m. $30\frac{1}{2}$). It is passable for wheels.

(ii) Naghirdeh—Yenikend (*via* Aqla). The main road from Naghirdeh to Yenikend (m. $11\frac{1}{2}$ below) is not that described in detail, but one which keeps farther to the E. and avoids the hills north of Lawashli. It is not said where this route crosses the Sulduz Chai.

Miles from
Naghir-
deh

0

Naghirdeh. The route here described is fit only for pack-transport between Naghirdeh and Yenikend (m. $11\frac{1}{2}$).

The track from Naghirdeh to El-Malik passes through **Chiāneh**, which lies about $2\frac{1}{2}$ m. W. by N. of Naghirdeh. Chiāneh is a village of about 300 houses on a mound, and lies among orchards and cultivation.

From Chiāneh an ill-defined track leads in a general NW. direction over the plain through swampy rice-fields, avoiding irrigation-cuts and deep ditches. In rainy weather the plain becomes a sea of mud, and progress is very slow.

6

El-Malik, a village on the south side of a small stream crossed by a ford. From here the ford of the Sulduz Chai opposite Bechāni lies slightly W. of N.

7

Ford the **Sulduz Chai** (also known as the Jerratu or Gadar), which is difficult to cross in the rains; width (when crossed in November) 40 yds., depth $3\frac{1}{2}$ ft.

On the north bank pass the village of Bechāni to r., and head NNW.

$7\frac{3}{4}$

Lawashli, large village on l. A good track crosses the route here and goes E. to Lakhtamor.

Reach foot of hills and ascend.

10

Cross ridge by a low col. The road is easy but winds a good deal owing to spurs which have to be turned. The general direction of the road is now about NE.

Miles from
Naghir-
deh

- The road descends into a narrow plain running about NNW.-SSE.
- 11½ Pass **Yenikend**, a large Qarapapak village in the plain. It is the residence of the *sertip* of the district. At Yenikend the route strikes the main road from Naghirdeh and turns along it heading NNW. towards the hills on the north side of the plain. The road from this point onwards is fit for wheels.
- 13¼ **Qara Zār**, a Qarapapak village.
- 15½ Pass **Qara Bulāq** village. The road then ascends steadily from the Sulduz plain and crosses a spur. It now lies over a succession of spurs running down towards Lake Urmia. Easy going; ascents and descents very gradual.
- 21 Pass **Gulger** ½ m. to l.
- 21¾ Pass **Bālusān** in a valley ½ m. to r.
- 24½ Pass **Julber** on the side of a hill 1 m. to r.
- 26½ **Sheitānābād**, large village, in a valley with fertile, well-watered meadows and gardens. Good camping-grounds near it. A stream, which is forded by the route, runs past the village. Ascend out of the valley by an easy road, and cross a succession of easy spurs from the hills to l.
- 29 Descend from high ground.
- 29½ Cross a stream by a ford and pass between some cliffs on the l. and **Dashāqli** (Tashāqli) village on the r.
- 30½ Here the road from Naghirdeh *via* Dizeh joins this route. See alternative route (i) above. The road now runs N. having the hills on its l. and a wide expanse of marsh, which at times is covered by the lake, on its r.
- 33 **Beshakhān** ¼ m. to r. on the edge of the marsh. Mud fort 300 yds. to l. Patches of cultivation.
- Bāsh Agal** village.
- 35 From some point in this neighbourhood there seem to be two routes to Urmia.

(i) EASTERN ROUTE *via* JAIRĀN AND SARDARU

Miles from
Waghirdah

- 35 From about here, where the western route diverges to l., the eastern route continues N. to
- 38 **Jairān** village; gardens. The shore of the lake is about 2 m. to E. From here the route bears about WNW. to the
- 40½ **Barandiz Chai**, crossed by a four-arched bridge near **Sardaru** village, which is situated on the N. bank of the stream. For this stream somewhat farther up its course see route (ii) below, m. 43½.
Beyond the ford the track turns l. and skirts the l. bank of the stream for about ½ m.
- 41 Track bears more to N. leaving the stream. General direction to Urmia about NNW.
- 44 Pass Fort **Murad 'Ali**.
- 48 Cross the **Qasidāgi**, a rather large stream.
Pass many villages and cross many water-cuts, keeping the spurs of the hills about 2 m. to l. The country is well cultivated and contains many gardens.
- 54 **Gök Tepeh** village is passed.
- 55 Spurs approach road from l.
- 57 Cross the gravelly bed of the **Shahr Chai** a short distance above a bridge (compare route (ii) below, m. 54½).
- 58 **Urmia**. The last mile of the route is very muddy going in wet weather.
The Urmia plain, which is traversed by this route, is 'intersected by irrigation canals, lined with shady fruit-trees. Castor-oil is largely grown for fuel; wheat, maize, vegetables, and fruits are plentiful, and tobacco flourishes. Big buffalo carts are largely used in the country, and strings of laden donkeys are to be met with near Urmia.' (Much damage was done in the plain during the fighting and massacre of 1915.) The carts mentioned above have a wheel-track of 6-7 ft. and are drawn by 2 pairs of oxen.
Urmia is about 150 miles from Raniyeh.

(ii) WESTERN ROUTE *via* DIZEHTEKKEH AND QARAGACH

Miles from Waghirden	
35	Hereabouts the track bears away from the edge of the marsh, heading NW. It is passable for wheels.
36	Cross low ridge of a spur from l., alt. 4,925 ft.; on descending, turn W.
37	The road winds N. towards Dölameh.
37½	Dölameh village to r. (Another Dölameh lies about 1 m. to l. up a valley.)
	The road now takes a general NW. direction. A range of low hills lies close on the l., and on the r. are wide flats, stretching towards the lake, with alternate patches of cultivation and swamp.
39	Pass Mekki village ½ m. to r.
40¼	Buzur Gabad village. Through winding lanes, much cultivation, and enclosed country.
41½	Guldan village on r. bank of a stream. (According to the authority's route-map the stream is Derim Qal'ah Chai.)
	The W.O. Map (E.T.A. series, sheet 27, 1916) identifies Guldan with 'Jundarli' on the Ushnu—Urmia road (cp. <i>Route</i> 60 c, m. 54½).
42 ?	Ford the Derim Qal'ah Chai . (Authority's route-map marks the ford close to the east end of Guldan village.) The Derim Qal'ah Chai was found to be about 10 yds. wide and 1 ft. deep in November.
42¼	Pass Zivik to l., and Khairabad ½ m. to r. (The latter is apparently on the farther side of the Barandiz Chai.)
42½	The road in this neighbourhood is bordered with trees. According to route-map it reaches the Barandiz Chai about m. 43¼, and then turns l. along the bank of the stream for a short distance.
43½	Cross the Barandiz Chai by a ford opposite Dizehtekkeh. In Nov. 1902 the stream was found to be 10 yds. wide, 3 ft. deep, with easy gravelly bottom. (On the way from Ushnu to Urmia the Barandiz was forded in 1888 about 1 m. from

Miles from
Naghir-
deh43 $\frac{3}{4}$

Dizehtekkeh. It was found to be 30 yds. wide and 2 ft. deep in July.)

Dizehtekkeh, 250 houses. From here several routes lead to Urmia. The most westerly of these appears to be that by Haiderlu given in *Route 60 c* (see corrections to that route). According to *Routes in Persia* (vol. ii, no. 106) the Jairān—Urmia road (route (i) above) can be joined from Dizehtekkeh by a track leading to Murad 'Ali; but there seems to be some confusion in this account. Qaragach on the route described below (from map of 1902) apparently lies between the track *via* Haiderlu and the Jairān—Urmia road. From Dizehtekkeh to Qaragach there are two tracks shown on the authority's route-map.

The more westerly and longer track is fit for pack-transport only. Distances given below are calculated from Dizehtekkeh. Start W. from Dizehtekkeh, keeping parallel to the Barandiz, to Satli (m. 1 $\frac{1}{4}$), a village among trees. The road turns N. through Satli to an irrigation canal which is crossed by a ford (m. 1 $\frac{3}{4}$). Beyond the ford the track bears W., then somewhat W. of N., and at about m. 2 $\frac{1}{2}$ it fords the Karelar—Seralan (Sarela?) canal. A short distance farther on it leaves Karelar village about $\frac{1}{2}$ m. to r. From about m. 3 $\frac{1}{2}$ the track bears about N. by E., and about m. 4 $\frac{1}{2}$ it leaves Seralan about $\frac{1}{2}$ m. to l., on the farther side of the Karelar—Seralan canal. At about m. 5 $\frac{1}{2}$ it joins the easterly track described below at the north end of a bridge over the above-mentioned canal. By this way Qaragach is about 6 $\frac{1}{2}$ m. from Dizehtekkeh.

The easterly track to Qaragach is fit for wheels. Distances below continued from Naghirdeh.

General direction to Seralan about NNW., but the road winds a good deal especially at m. 44–45, where it makes a bend to NE.

46 $\frac{1}{4}$

Cross canal (this is the canal crossed near Satli on the westerly track).

46 $\frac{3}{4}$

Seralan village ('Sarela' of *Route c*?) on the E. bank of the Karelar—Seralan canal.

The route now runs N., parallel with and close to the canal.

47 $\frac{1}{4}$

About here the canal is bordered by trees.

Miles from Waghir- deh	
48 $\frac{1}{4}$	Cross canal by bridge. Westerly track to Qaragach joins here.
48 $\frac{3}{4}$	The road runs through trees to Qaragach . From here the road leads NNW. and in parts is bordered by trees.
50 $\frac{3}{4}$	The road bends WNW., ascending a spur (apparently the spur mentioned in the eastern route under m. 55).
52 $\frac{1}{4}$	Road turns NW., and descends from spur.
54 $\frac{1}{4}$	Road reaches E. bank of the Shehr Chai , and turns l., ascending the stream.
54 $\frac{3}{4}$	The Shehr Chai is crossed, apparently by a ford.
55	Urmia.

ROUTE 60 b (pp. 76-79)

RANIYEH—EL-WATAN

Via SER DESHT

m. 0-m. 48 $\frac{1}{4}$. **Raniyeh—Ser Desht.**

See *Supplement (Corrections and Additions) to Vol. III, Route 41*, m. 0-m. 48 $\frac{1}{4}$.

m. 53 $\frac{3}{4}$ -m. 56 $\frac{3}{4}$. **Lesser Zāb—Nistān Su.**

The authority's route-map gives the distance from the Zāb to Rabāt as 1 m. (not $\frac{1}{2}$ m. as in text), and from Rabāt to the Nistān Su as 2 m. (not 2 $\frac{1}{2}$ m. as in text).

m. 71 $\frac{1}{4}$ -m. 74. On the authority's route-map Desht is passed about 2 m. beyond Pairasta, and Jinniya about $\frac{1}{2}$ m. farther on.

ROUTE 60 c (pp. 79-82)

CHIĀNEH—URMIA

Via USHNU

m. 18-m. 75. **Ushnu—Urmia.**

It seems probable that the total distance given in the text for this section of the route is exaggerated.

In the following table, A = *Routes in Persia*, vol. ii, Route 109; B = *Mil. Rep. on E.T.A.*, vol. iii, Route 109

(followed in text; based on the account which is given in detail in A); C = W.O. Map, E.T.A., sheet 27, 1916; D = Summary of a Russian report.

	Distances in Miles				Times (in B)	
	A	B	C	D	hrs.	min.
Ushnu	0	0	0	0	0	0
Pass Nahirwan and Aliawa	3	5	3	—	0	50
Pass Sengan	6	6	5	—	1	10
Watershed between the Ushnu and } Barandiz streams	11	11	9½	—	2	50
Pass Aq Bulāq	13½	14	11	—	3	45
Aineromeh	14	14—	11½	—	{ before	
Sakāneh	16	18	13	—	4	35
Sanget	20½	20	16	—	5	20
Selāni	25	23½	20	—	6	35
Sheikha	28½	27	22½	—	7	35
Chasimler	31	29½	24	—	8	20
Chuchar	32½	31	25½	—	8	50
Jundarli	38	36½	29½	—	10	22
Dizehtekkeh	39½	38½	31	—	11	10
Karelar	44	42½	34	—	12	15
American Mission and Haiderlu . .	53	51½	39	—	14	37
Shehr Chai	57	55	42	—	—	—
Urmia	58½	57	43	43 ¹	16	27

¹ 65 versts.

The Russian report describes this route (Ushnu—Urmia) as passing by Aineromeh, Sangar (Sanget), Kuvya (Chuchar?) and Diza (Dizehtekkeh). It states that the road is fit for wheeled transport as far as 'Kuvya', whence it is a difficult pack-road; the accuracy of this description seems doubtful (compare introduction to route in text). There is a pass of 1,000 ft. over 'Sekoz Hill' (not identified; possibly the watershed between the Ushnu and Barandiz streams, which is about 1,000 ft. above Ushnu); the ascent and descent are gradual and practicable for artillery, but the pass is liable to be blocked by snow in winter.

m. 36. *For 'deep' read: 'steep'.*

Aineromeh and Sakāneh appear to be about ½ m. and 2½ m. respectively beyond the point where Aq Bulāq is passed.

m. 56½—m. 75. The distance between Dizehtekkeh and Urmia would appear to be exaggerated in the text; the estimate there given seems to be based on a calculation from the authority's times. The chief discrepancy between the text and the map occurs in the stretch Karelar—Haiderlu. See table above.

- m. 60½. 'Low bare hills . . . marshy ground.' The main road to Urmia diverges to N. not far beyond Karelar. The track by Gaitalu is that followed by the authority.

OTHER ROUTES FROM USHNU TO URMIA

(i) *Western Route via Qal'ah Zewa and the Mergavver Valley*

Authority :—Russian report of 1911-12.

This road is reported to be everywhere passable for wheeled transport. The total distance is given as 70 versts (46½ m.).

The road crosses the Kani Spi mountain NW. of Ushnu, passes by Filkān, and reaches Qal'ah Zewa in the Mergavver valley. It leads through this valley to the defile of the Shehr Chai (Barandiz), which it follows past Ban (Bendi on W.O. Map, sheet 27, 1916), heading NE. for Urmia.

(ii) *Eastern Route via Khoplyar, Derbend, Sheitānābād, Dashāqli, Gök Tepeh*

The total distance is given as 78 versts (51½ m.).

Khoplyar has not been identified.

If Derbend be the place of that name 12 m. ESE. of Ushnu on Route 60 c, the distance from Ushnu to Urmia would be considerably longer than 51½ m. (probably about 65 m.).

Beyond Derbend the route apparently crosses a pass to a place called Khonesli or Yunesli (not identified).

Sheitānābād : for this place and the rest of the route to Urmia see corrections to Route 60 a, pp. 20-4 above.

The route is described as fit for pack-animals only as far as Dashāqli ; but it appears that it may be fit for wheels from Sheitānābād : see corrections to Route 60 a, p. 20, under m. 11½. From Dashāqli there is a good road for wheels.

There is a difficult section between Derbend and Khonesli, where the road crosses 'a pass of over 1,000 ft. over the Gachadare' (?)

ROUTES 61 a-d (pp. 82-99)

[ROUTES FROM ROWANDUZ ACROSS THE PERSIAN FRONTIER]

General Note

The easiest route from Rowanduz in the direction of Urmia seems to be the following :

Rowanduz	{	See <i>Route</i> 61 d, m. 0- m. 36 $\frac{1}{4}$, and corrections, p. 30 below.
Derbend		
Rayāt		
Garau Shinkeh Pass		
Shināwa	{	See corrections to <i>Route</i> 60 a, under m. 93 $\frac{1}{2}$, p. 18 above.
Lahjan Plain		
Jildigan		
Ushnu		

The total length of this route from Rowanduz to Ushnu is probably about 90 m. In the summer of 1915 it was used by a Turkish force moving on Urmia. Between Rowanduz and the Lahjan plain it is fit for pack-transport only.

The shorter route to Ushnu *via* the Kelishin pass (about 53 m. ; see corrections to *Route* 61 c) is more difficult than the road by the Lahjan plain.

On routes from Ushnu to Urmia see *Route* 60 c, and corrections.

ROUTE 61 a (pp. 82-90)

ROWANDUZ—URMIA

Via NERI AND DĪZEH

m. 63 $\frac{3}{4}$. **Shapatān.** Here a direct route to Urmia *via* Katuna turns off to r. See p. 28 below.

m. 63 $\frac{3}{4}$ -m. 90. **Shapatān—Dīzeh.**

A Russian report of 1906 states that the road from Shapatān to 'Gavvar hill' (possibly the ridge mentioned in the text under m. 77 $\frac{1}{2}$) is a pack-road, difficult at first and then becoming good. From 'Gavvar hill' to Dīzeh the road is fit for *arabas* and in parts for other wheeled

traffic. The total distance from Shapatān to Dīzeh is estimated at 25 m., 'Khumaru' village (i.e. one of the villages in the Khumara valley) being passed at m. 8 $\frac{3}{4}$.

- m. 90. After 'it is broad' add: 'in this neighbourhood', and after 'in some places' add: 'farther on'.

Add also:

'According to a Russian report (1906) the road is fit for *arabas* for the first 2 versts (1 $\frac{1}{2}$ m.) from Dīzeh, and thence to Delasi village is a pack-road. From Delasi village to Bazirgeh it is mainly a wheel road, fit at least for *arabas*, but between Delasi Gedik and Suryān it is suitable for pack-animals only.'

- m. 120 $\frac{1}{2}$ —m. 125 $\frac{1}{2}$. **Persian Frontier—Gangachin.**

According to the survey of 1914 of the Turco-Persian frontier (sheet 20), Gangachin is about 3 $\frac{1}{4}$ m. beyond the frontier.

- m. 119—m. 158 $\frac{3}{4}$. **Bazirgeh—Urmia.**

The distance given in the text (39 $\frac{3}{4}$ m.) is probably somewhat exaggerated. W. O. Map, E. T. A., sheet 27, 1916, makes the distance 33–34 m. A route-report of 1905 gives 35 m., and a Russian report of 1906 29 m. (for a road which takes a somewhat shorter line across the Baradost valley).

The Russian description is as follows:

Miles from
Bazirgeh

0	Bazirgeh. Good <i>araba</i> road to
4	Kurena village (on W. O. Map 5 m. E. of Bazirgeh). From here a pack-road with easy gradients, which could be made passable for wheels without difficulty, leads to
18 $\frac{1}{2}$	Hisar (= Hasan, m. 144 $\frac{1}{2}$ in text, which should read 'Hasār'. The route-report of 1905 gives this place as 20 m. from Bazirgeh and 15 m. from Urmia). From here a good wheel road leads to
29	Urmia.

ALTERNATIVE ROUTE FROM NERI TO URMIA (53 $\frac{1}{2}$ m.)

Via KATUNA

Authority:—Summary of a Russian report of 1906.

This is a direct route, being about 47 m. shorter than the long détour described in the text. For the first 29 m. it is a pack-road, difficult in places; it then becomes fit for *arabas*. About m. 32 $\frac{1}{4}$ it

apparently joins the Western route from Ushnu to Urmia (see above, p. 26).

Miles from

Neri

0 **Neri.** Between Neri and Katuna there are steep ascents and descents. The Dizēh road is followed to

$5\frac{1}{4}$ **Shapatān.** (The text gives the distance as $5\frac{3}{4}$ m.) Here the route branches to r. from the Dizēh road.

16 **Katuna.** Beyond Katuna a very difficult spur is crossed.

$28\frac{3}{4}$ From about here the road becomes fit for *arabas* (apparently in the Mergavver plain).

$29\frac{3}{4}$ **Holyasha** (not identified).

$32\frac{1}{4}$ **Nergi** (probably 'Nerchi' on W. O. Map, sheet 27, 1916, at the NE. corner of the Mergavver plain). From here a road fit for *arabas* leads (by the Sheka Chai defile?) to

$53\frac{1}{2}$ **Urmia.**

ROUTE 61 b (pp. 90, 91)

DĪZEH—URMIA

Via MARBISHU

m. 22—m. 32. **Iyal (Eli)—Mawana.**

It would appear that the route crosses into the Tergevvar valley by the Kalan Kani Gedik 5 m. E. of Eli. The Turco-Persian frontier now runs across this pass. Compare W. O. Map, sheet 27, 1916 (following survey of Turco-Persian frontier, 1914).

ROUTE 61 c (pp. 91, 92)

ROWANDUZ—URMIA

Via KELISHIN PASS AND USHNU

m. 0—m. 40. **Rowanduz—Ushnu.**

The distance given in the text for this section of the route is certainly too short. A Russian report gives the distance as 53 m.

Compare W. O. Map, E. T. A., sheets 33, 34, 27 (1916).
Approximate distances by the map are : Sadāqah, $12\frac{1}{2}$ m. ;
Kelishin Pass, $33\frac{1}{2}$ m. ; Ushnu, $52\frac{1}{2}$ m.

- m. 40. After 'For the rest of the route . . . see *Route 60 c*, m. 18-75' add 'and corrections to *Route 60 c*'.

ROUTE 61 d (pp. 92-9)

ROWANDUZ—SŪJ BULĀQ

- m. 0-m. $54\frac{1}{4}$. **Rowanduz—Shināwa.**

By the W. O. Map, E.T.A., sheets 33 and 34, the length of the road on this section of the route is about 40 m. or little more. A Russian estimate for the total length of the route Rowanduz—Ushnu *via* Shināwa and Jildigan (80 m.) would seem to imply an estimate of about 40 m. for the distance from Rowanduz to Shināwa. On the other hand, from the route-map of the authority who travelled over the road in 1902, it appears that the W. O. Map omits many of the windings of the track. The distances in a direct line between Rowanduz and Gellāla, Gellāla and Rāyāt, and Rāyāt and Shināwa are respectively about $1\frac{1}{2}$ m., 2 m., and $1\frac{1}{4}$ m. shorter on the W. O. map than on the authority's sketch of his route.

- m. 50. **Giru-i-Sheikh** Pass. From the authority's route-map it appears that this is the col marked on W. O. Map, E.T.A., sheet 34, about $1\frac{1}{2}$ m. W. of Khane (Khāneh).

ROUTE 62 a (pp. 99-104)

ROWANDUZ—AMADIYEH

- m. 0. After 'See vol. iii, *Route 45 a*, m. $89\frac{1}{2}$ - $49\frac{3}{4}$ ' add: 'and *Supplement (Corrections and Additions) to Vol. III*, p. 83'.

ROUTE 62 b (pp. 104-7)

AMADIYEH—ORAMAR

Add:

'In a Russian report, which is apparently based on a route-map of a journey made in 1911-12, the following places are mentioned as passed on a road from Amadiyeh to Oramar:

Hudut: not identified.

Kera: not identified with certainty, but possibly 'Kara' marked on W.O. Map, E.T.A., sheet 27, 1916, E. of the Zāb and ENE. of Amadiyeh; it is about 9 m. distant in a direct line from Amadiyeh.

Hil: not identified.

Nerepan: not identified.

Artis: not identified.

Shatunis. See *Route* 62 b, under m. 68½.

Distances are not given. It is possible that this track cuts across the country in the angle formed by the valley of the Zāb and those of the Rudbār-i-Shin and Yahūdi Chai, whereas these valleys are followed by the route described in the text.'

ROUTE 63 a (pp. 108-12)

NERI—KOCHANNES

Via ORAMAR

m. 70½. **Marta Marzaia.** This may be 'Maté' of a Russian report of 1906, given as 32¼ m. from Kochannes (in text, 29½ m.)

'A track . . . Hāni pass'. According to the Russian report there is a track fit for pack-animals from 'Maté' to 'Tkhuma village' (Tkhuma Naveh or Tkhuma Gawaia?). The distance is given as about 20 m., but is perhaps rather longer. See below, p. 46, *Route* 68 a (*corrections*), under m. 42.

m. 86. **Suwa.** This place is apparently mentioned as 'Sova' in the Russian report, where it is given as 16½ m. from Kochannes (in text, 14 m.).

ROUTE 64 (pp. 113-14)

DĪZEH—KOCHANNES

Add:

A Russian report of a journey made in 1906 gives the following road, which is described as being fit for *arabas* to m. 8, and thence a pack-road, rather difficult in places.

Miles from Dizeh	
0	Dizeh.
16	Nardvan (not identified).
23 $\frac{3}{4}$	Shirvan (not identified).
32 $\frac{1}{4}$	Kochannes.

ROUTE 65 (pp. 114-17)

DĪZEH—BĀSH QAL'AH

Delete text and substitute:

Authorities:—*Military Report on E. T. A.*, vol. ii, Route 93 (reports of 1888 and 1890). Route-report of 1905. Summary of Russian report, 1906. Route-map, 1908.

The total distance is apparently about 45 m. The road is fit for wheels from Dizeh to the beginning of the Nihail Su gorge (about m. 6 $\frac{1}{2}$). Thence to Takurava (m. 17) it is a pack-road, and is steep, rocky, and difficult in the Nihail gorge. From Takurava to the Zāb it may be practicable for carts, or at any rate it would not need much improvement to make it so. From the Great Zāb to Bash Qal'ah it is easy and practicable for wheels.

Miles from Dizeh	
0	Dizeh.

There is an alternative track from Dizeh to Charderan (m. 25 on main route). This track follows the road leading from Dizeh to the Delasi Gedik (see *Route 61 a*) for about 1 $\frac{1}{2}$ m., and then branches N., *via* Goweh and Peraunis. It is shorter than the main route, its length being estimated at 20 m., but it is much rougher, although practicable for riding horses. It runs through country occupied by Pinianishli Kurds.

Miles from
Dizeh

The route starts in a westerly direction and just beyond town crosses a stream 20 ft. wide and 1 ft. deep in July, from which much water is taken for irrigation. The route then skirts the N. side of the Gavvār plain.

The Gavvār plain is flat and treeless, dotted with villages, mostly Nestorian; Kurdish villages lie round its edges in the low hills which border it. The soil is a rich black loam, which grows fine corn. It is exposed to inundation in spring from the Nihail Su, a winding stream 40–60 yds. wide and 3–4 ft. deep, or less, in September. In winter the plain is deep in snow, which has been known to make it impassable for laden animals as late as April.

2? At about 47 min. from Dizeh pass **Bajirka**, $\frac{1}{2}$ m. to l., the residence of the chief of the Derili Kurds.

The road, a broad track, passes over a low spur.

$5\frac{1}{2}$? At about 1 hr. 54 min. from Dizeh, the Gavvār plain is left by the valley of the Nihail Su. The track, 30 ft. broad, skirts low hills to NE., passing Shahita (Sheikhitan), 3 m. to l., at about m. 6. The Nihail valley here is flat and grassy, about 2 m. wide.

$6\frac{1}{2}$ The valley apparently contracts in this neighbourhood. (Russian report places the beginning of the Nihail gorge at m. $6\frac{1}{2}$, a route-report of 1905 at m. 6.)

$7\frac{1}{2}$ Pass **Mohammed Agha Köprü** on l. This is a wooden bridge, on masonry piers, across the Nihail Su. Roadway, 10 ft.; hand-rail.

A track diverges to l., crosses the river by the bridge, and leads up a tributary valley to the villages of the Beliji Kurds at the W. end of the Gavvār plain. Hawusta is the principal of these villages.

Continue along r. bank of the Nihail Su, which is not fordable here. The track passes about 100 ft. above the level of the river. There is a very steep slope on the l. bank.

$9\frac{1}{2}$ Gradually ascend by an easy track past many small springs. Cross rocky spur which closes the valley and overhangs the river. The road, 3–4 ft. wide, zigzags among stones and loose clay. Steep descent. The river is here a rapid, impassable torrent.

Miles from
Dizeh

- The road, after crossing some small rocky spurs, reaches a point where the river makes a sharp bend to W. The track runs along the slope above the river by a ledge only 2 ft. wide.
- It appears that the path then descends to the river, running along the foot of the slope among boulders and loose stones. The river almost fills the valley; willow, pear, apple, and ash-trees along its banks. The track becomes a ledge 6-8 ft. wide, skirting the slope to r., which is steep and rocky.
- 12 Cross a small stream from r. by a rough bridge.
Turn N. and leave the valley of the Nihail Su.
- It appears that the authority of 1906 took a different line from the Nihail valley to Bawis. He left the Nihail valley at m. 12 from Dizeh, and followed a steep ascent for 3 m. to a pass. Beyond the pass he crossed several spurs; there was rich grass in the ravines hereabouts (June). A steep descent led to a small tributary stream crossed by a hurdle bridge at m. 18. Another followed, and the track then ran over grassy undulating country to Bawis (m. 25).
- The track ascends steeply about 700 ft. by a series of short zigzags (gradients of 1 in 4-1 in 6) cut in a slope of clay and shale.
- Beyond the zigzags the track ascends easily along the edge of a steep slope above a narrow ravine; it is a 4-6 ft. ledge cut in the gravelly hill-side.
- 14 $\frac{3}{4}$ Pass Manis, 60 houses, 1 m. to r.
Skirt the edge of a cultivated plateau and then cross the head of a fertile valley, well cultivated, running S.
- 15 $\frac{1}{2}$ Pass Disberah, 150 houses of Pinianishli Kurds, in orchards 1 m. to l. (it appears that this village lies in the valley above mentioned).
- Traverse small ravine and ascend gradually to the watershed between the Nihail and the Messel.
- 17 **Takurava**, 30 miserable huts, $\frac{1}{2}$ m. to l., on a plateau.

ALTERNATIVE ROUTE: TAKURAVA—BĀSH QAL'AH

The Russian report of 1906 gives an alternative route from Takurava to Bāsh Qal'ah which keeps E. of the Zāb longer than the main route. But for the first few miles from Takurava it may be identical with the main route described below.

Miles from Dizeh	Miles from Takurava	
	0	Takurava. Road fit for <i>arabas</i> to
	14 $\frac{1}{4}$	Atis.
	18	The road, after becoming worn and scarcely fit for <i>araba</i> traffic, changes to a track for pack-animals only, and before Inzin becomes a steep and narrow path.
	25 $\frac{1}{2}$	Inzin , not identified; possibly the point at which the route crosses the Zāb. From Inzin there is a good <i>araba</i> road, but with steep ascents and descents, to
	33 $\frac{1}{2}$?	Bāsh Qal'ah. This distance is doubtful. By W.O. Map the distance from Atis to Bāsh Qal'ah <i>via</i> the stone bridge over the Zāb at Kirakam is about 12 m. See also corrections to Route 69, m. 38 $\frac{1}{2}$ -49.

The route proceeds N. from Takurava by a broad easy track, and enters the wide head of a valley draining to the Messel Chai. Fertile grassy terraces on which are small villages surrounded by poplars; their inhabitants are Shekak Kurds and have a reputation for lawlessness. Small springs and streams are passed. The descent of the valley is easy at first, and then becomes steeper; the valley narrows to a small rocky ravine with a few stunted poplars, willows, and wild pear trees dotted about the slopes. It leads into the valley of the

22 **Messel** (or Maseru) **Chai**, a tributary of the Zāb. This is a rapid stream over a pebbly bottom, 30 yds. wide and 1 $\frac{1}{2}$ -2 ft. deep in July. Its valley is narrow, bordered by high, rounded hills covered with grass.

The valley of the Messel Chai is crossed, and the track leads up a V-shaped stony ravine. The road has a steep gradient and is rough in places. A few pollarded willows along the stream-bed. The ravine opens out into a valley 200-300 yds. wide, bounded by rough undulations.

25 From the head of this valley a broad easy track descends to **Charderan**, a village of some 60 Kurdish houses with some vegetable and tobacco fields, but no trees. Water from a well 6 ft. deep. Alternative track from Dizeh joins here.

From Charderan the road descends gradually over undulating spurs between which are swampy villages in which fine hay is grown.

27 **Bawis**, 80 houses, in a small valley. From here the route follows a good track by a gradual descent and then crosses some swampy ground to the Zāb.

Miles from
Diseh
28

Cross the **Great Zāb** (here known as the Albak Su) by a ford with a gravel bottom. In July the river was found to be 50 yds. wide and 2 ft. deep ($2\frac{1}{2}$ ft. in June); swift current. (Route-report of 1905 gives the Zāb ford as 2 m. from Bawis.)

Broad easy track, over clay and gravel, on the r. bank of the Zāb.

30 $\frac{1}{2}$

In this neighbourhood are several small sulphur springs by the road and on both banks of the river. The stones near the spring are covered with a deposit of sulphuretted hydrogen, which the Kurds collect for making gunpowder.

30 $\frac{3}{4}$

Track joins the Julāmerk—Bāsh Qal'ah road, which comes in from SSE., about 2 m. S. of Omerawa. See *Route* 69, m. 36 $\frac{1}{4}$ –49.

43 $\frac{1}{2}$?

Bāsh Qal'ah (on the distance to Bāsh Qal'ah see corrections to *Route* 69, m. 38 $\frac{1}{2}$ –m. 49; route-report of 1905 estimates the distance from Bawis to Bāsh Qal'ah at 20 m.).

ROUTE 66 a (p. 117)

URMIA—DILMAN

Introduction. *Add:* 'In 1912 a German traveller rode from Dilman to Urmia by 'Aliābād, Khāntakhti, Gūchi (see alternative (i) below) and thence by Zernābād (Keremābād) and Sahatlu. He found the road in good condition, as it had been improved by the Russians. The bridges were mostly of stone.'

m. 10 $\frac{1}{2}$. **Shungarlu.** This name is also given as Shungar 'Ali. *After* 'a brick four-arched bridge, 35 yds. long' *add:* 'with steep approaches of 10 yds. on either side. The stream is usually 20–30 ft. wide and fordable, except in high floods in spring.'

m. 11 $\frac{1}{2}$. *After* 'poplars' *add:* 'vineyards and gardens'. *After* 'are seen' *add:* 'Caravans often halt at **Sahatlu** village (about m. 12 $\frac{1}{2}$).'

m. 16 $\frac{1}{2}$ –m. 19. **Foot of rocky ridge—Zernābād.**

According to maps Zernābād (or Keremābād or Garmābād) is about m. 16 or 17, and it is from the neighbourhood

of Zernābād that the track begins to skirt the foot of the rocky ridge. This ridge rises about 700 ft. above level of the road on l. There are large gardens at Zernābād.'

m. 25-m. 33. *Between these mileages insert :*

'm. 31. Pass **Gulungi**, a Mahommedan village on a stream from the hills.

The large springs mentioned under m. 25 in text are E. of the road in this neighbourhood. Beyond them, in the direction of the lake (which is about 3 m. distant), is a marsh.'

m. 33. For '**Gavālan**' read: '**Gavalan**'.

After 'on the bank of a stream' add: 'vineyards and gardens lie between Gavalan and the lake.'

For alternative routes from Gavalan to Urmia see note at the end of *corrections* to this route.

Delete 'From the village . . . by an easy track' and *substitute*:

'Beyond Gavalan pass Jemelābād (m. 34½) and thence ascend easily over gravelly clay, crossing a stream about m. 36. Follow a depression 200 yds. wide, and about m. 37 ascend a narrow valley with steep sides by an easy track, 6-8 ft. wide.'

m. 43. After 'skirt hills by a good track' add: 'Pass villages of Sheikhabād and Gavalandr.'

Add at the end of route :

(i) **ALTERNATIVE ROUTE : GAVALAN—DILMAN via GŪCHI**

This route crosses the most easterly of the three passes in the range bounding the Salmas plain. This pass is used both by traffic between Urmia and Dilman and by caravans going from Urmia to Tabriz by the northern shore of the lake. The road between Gūchi and Dilman was traversed in 1912 by a German traveller, who apparently found it in good condition. See above, addition to introduction to *Route 66 a*.

Miles from
Urmia

33 **Gavalan.** The road apparently leads about NNW. to

35½ **Gūchi** (or at m. 36 ?), about 100 houses.

The route now heads N. and ascends a spur following the valley of a small stream. The valley opens out beyond Gūchi.

40½ Summit of pass. Steep descent to m. 41 or 41½.

49 **Khāntakhti.**

Miles from
Urmia

[In this neighbourhood a road diverges N. to Khōi. At about m. 4 or 5 a road branches from it leading to Tabriz by the northern slope of the lake.]

The road to Dilman leads NW., passing 'Aliabad about m. 51. Some distance farther on it apparently meets the road from Gavalan to Dilman *via* the Salmas Gedik.

57 **Dilman.**

(ii) ALTERNATIVE ROUTE: GAVALAN—DILMAN *via* ZIMBASH
(ZINDASHT?)

This track, which crosses the most westerly of the three passes between Gavalan and Dilman, is said to be unimportant.

Miles from
Urmia

33 **Gavalan.** The track crosses a spur to W. (? authority has 'to the east') and ascends a narrow valley going NW. for about 1 m.

42 Cross another spur into a broader valley and ascend by an easy gradient to the summit of the ridge.

The Aghvan Dāgh on the W. rises some 3,000 ft. It is the end of a long high spur from the range on the Turco-Persian frontier, separating the Bardadost from the Salmas plain.

44½ Pass **Zimbash** (Zindasht?) a small Kurdish village on l. (Route-map of 1908 marks 'Zindasht' at about m. 9 from Gavalan.)

48 **Shuigul** (Shugurleh? Route-map of 1908 marks 'Shugurle' at about m. 4½ from Zindasht by a winding track.)

From here the track strikes across the plain to Dilman, which lies about NNW. of 'Shugurle'.

55 **Dilman.**

ROUTE 67 a (pp. 119–21)

MOSUL—AMADIYEH

Via BA IDRI AND SHEIKH ADI

Introduction. Alternative Route (p. 119).

m. 15—m. 41. **Khorsābād—Sheikh Adi.** The track between Khorsābād and Sheikh Adi is described as crossing a number of small streams, tributaries either of the Khozer Su or of the Ghazir Su (or rather,

apparently, of the Gomel Su, a large tributary of the Ghazir). The track would seem therefore to run somewhat E. of Baclmann's route from Khorsābād to Sheikh Adi, keeping near the watershed between the Khozer and the Ghazir. The distance given in the text (26 m. between Khorsābād and Sheikh Adi) is probably much exaggerated.

m. 35. For '**Tsipinni**' read: '**Isipinni**'. This place has not been identified.

ROUTE 67 b (pp. 122-9)

MOSUL—AMADIYEH

Via DOHUK

m. 18. **Tel Usqub.** For '1,000 houses' read: 'about 1,500 inhabitants'.

There is a church of St. George here which is an object of pilgrimage.

m. 29. **Alkosh.** For '7,000 inhabitants' read: '2,000-3,000 inhabitants'.

m. 49½. **Dohuk.** There is reported to be a road fit for *arabas* from Dohuk to Simel on the Mosul—Zakho road (*Route 90 a*, m. 45¼).

m. 63½-m. 65½. *Delete* 'Continue down a steep ridge . . . (m. 29) joins,' and substitute:

'Continue down a steep ridge to the valley of the Butaq Su, which runs about N.-S. At about m. 65½ the alternative route from Alkosh, mentioned in text under m. 29, joins. It issues from the Tang-i-Haitut, a narrow rift, visible to SE., in the range which the present route crosses by the Tang-i-Darya Bada. The Butaq Su flows through the Tang-i-Haitut.'

m. 84½. For 'Keni' read: 'Teni'.

ROUTES 68, a, b (pp. 129-38)

AMADIYEH—JULĀMERK

Delete text and substitute:

GENERAL NOTE ON ROUTES 68 a AND b (rewritten)

The following routes are the principal tracks passing from S. to N. through the very difficult mountain-country that lies between Amadiyeh and Julāmerk.

The easterly route, *via* Chal, the Tkhuma valley, the Koch Gedik, and the Tal valley (*Route* 68 a), is practicable for laden mules except when it is closed by snow in winter (the Koch Gedik may be blocked by snow for some 4 months in the year). Though considerably less difficult than the route up the Zāb valley (*Route* 68 b), it is not an easy road for pack-animals, and in places (e. g. in the Tkhuma valley) it is very bad. Much of it consists of steep ascents and descents.

The route which follows the Zāb valley from Lizān to near Julāmerk (*Route* 68 b) is practicable only in summer and early autumn, and even then it is in places extremely difficult for mules. It is only rarely used by mule-caravans. In parts of the Zāb gorges the cliffs fall so steeply to the river-bed that the only way of passing them is by steps cut in the face of the rock. A cutting of this kind is called a *stanga*. These *stangas* have been made for foot-passengers and are very difficult and dangerous for mules, as the steps are generally sloping and slippery and are often awkwardly high for pack-animals. At some *stangas* loads have to be removed and carried across by men, and the mules have to be man-handled. The bridges over the Zāb are light wooden structures, with or without the support of masonry piers. Those that are not supported sway under the weight of foot-passengers and animals, so that Europeans not accustomed to use them may have to be helped across by natives, and mules may have to be unloaded, blindfolded, and held head and tail while crossing. Some of the bridges are quite impracticable for animals.

In winter and spring dangerous avalanches descend into the Zāb valley.

There are paths over the mountains above the Zāb gorges, and a difficult mule-track leads from Amadiyeh to Julāmerk along the watershed between the Zāb and Khabūr (see note on p. 59). These higher tracks are closed by snow in winter.

On both the routes described below supplies were scarce before the war, and it is to be presumed that they are even scantier now, as most of the villages which formerly existed in this country were inhabited by Nestorians, who in 1915 were attacked by Kurds and Turks and driven from their homes into Persian territory. The Berwari district, where the population before the war was partly Kurdish, partly Nestorian, used to be the most productive part of these highlands; here vines, tobacco, cotton, rice, and cereals were grown. There were fertile and well-cultivated stretches in some of the other valleys draining from W. or E. to the Zāb, and there were patches of cultivation here and there on the banks of the Zāb itself. But on the whole the inhabitants grew very little more than was

required by their own needs. Their live-stock consisted principally of goats.

There is hardly any grazing along the Zāb valley, but in the country to E. and W. there is good grass in summer on the open hill-sides and plateaux, which are used as *yāilās* (summer pastures and camping-grounds) by the Kurds and Nestorians. Such *yāilās* are to be found W. of the Zāb on the Ser Amadiyeh and farther north on and about the watershed between the Zāb and the Khabūr; E. of the Zāb there is a grassy down-country, affording good pasture, in the neighbourhood of the Koch Gedik (on *Route* 68 a).

Fuel is abundant in the southern part of this country (i. e. between Amadiyeh and Lizān), where there is much oak-scrub on the hill-sides, and poplars, junipers, &c., grow in the valleys. Farther north fuel is scarce; in the Zāb valley there is scrub here and there along the easier slopes, and trees are sometimes to be found in the valley-bottom, but the sides of the valley are often bare, precipitous rock with hardly any vegetation; E. and W. of the Zāb valley above Lizān the mountains and plateaux appear to be very scantily wooded.

Water, from streams and springs, is plentiful.

ROUTE 68 a

AMADIYEH—JULĀMERK (78½ m.)

Via CHAL, TKHUMA VALLEY, KOCH GEDIK, AND TAL VALLEY

Authorities:—Report of a journey in 1906. Petermann's *Mitteilungen*, vol. 60 (i) (Bachmann, 1911). Other information.

Miles from
Amadiyeh

0

Amadiyeh. The route apparently starts from the NE. gate of the town. Descend from the plateau on which the town stands, and, inclining westwards, pass through the gardens of Amadiyeh and under the S. side of a high rocky spur. A stream is then crossed by a masonry bridge of one arch (possibly the bridge described in the *Mil. Rep. on E. T. A.*, vol. iii, Route 120, as having a 15 ft. span and a 4 ft. roadway).

The track ascends a valley leading N. and passes Muzurik (or Muzurka), a suburb of Amadiyeh situated among very rich gardens. A large spring is passed, and the valley narrows to a gorge with high limestone crags on each side. The track up this gorge is steep and rough,

Miles from
Amadiyeh

- and is formed of limestone steps, very old and worn and dangerous for animals. The valley then broadens out into a horseshoe shape, and the track reaches its head.
- 4 Cross a saddle on the **Ser Amadiyeh** range. Amadiyeh *zoma* (or *yāilā*, summer camping-ground) is in this neighbourhood. The track winds across the saddle and then descends steeply to cross a valley which is used as a summer camping-ground. The spur on the opposite side of the valley is crossed, and another *yāilā* is traversed, treeless and covered with rocks and grass. Rough oak scrub begins farther on.
- It appears that from some point on or near the summit of Amadiyeh range the track to Heyis branches to J. See *Route 68 b (corrections)*, under m. 20.
- North of the spur above mentioned there is a small open plateau with some cultivation, lying between high rocks on the l. and a gully on the r.; the distance of this plateau from Amadiyeh is not given.
- 10? Track bifurcates. The r. branch leads to the Zab ford *via* Malakdeh; for description see under m. 18 below. The l. branch continues in a NNE. direction to Terwanish.
- [The authority of 1906 describes this bifurcation as being 6 m. beyond the Amadiyeh *zoma*, or 10 m. from Amadiyeh. His route-map shows it at about 8 m. from Amadiyeh and 5 m. from Terwanish. The account in the *Military Report* seems to mean that a track to Malakdeh diverges from the Terwanish road about 5 m. from Amadiyeh, but there is some confusion in the distances there given.]
- The road to Terwanish descends a stony hill-side covered with rough oak scrub. It is described as 'a curious rough limestone causeway'. As Terwanish is approached it becomes a stony lane passing between farms.
- 13 **Terwanish**, in the Berwari district, a Kurdish village of about 30 houses, situated on the Rubar Chai, a stream flowing eastwards to the Zab. The valley here is very fertile. Rice, cotton, tobacco, millet, and mulberries are grown.
- Route 68 b (corrections)* continues N., while the route here described descends the Rubar valley to the Zab.
- It appears that the track starts from Terwanish on the S. side of the Rubar. It crosses a spur into a tributary

Miles from
Amadiyeh

- valley, by which it returns to the Rubar, and then descends that stream, passing
- 16? Hulloa in a side-valley to N. Cultivation in this neighbourhood. The valley apparently narrows as the Zāb is approached.
- 18 Junction of the Rubar Chai with the Great Zāb; a large open cultivated flat.
- About 200 yds. S. of this junction a ford across the Zāb, passable in early autumn, starts from the r. bank and leads NE. across the stream, which is here about 120 yds. wide. It has a good stony bottom and has been found about thigh-deep.
- (On the bridge, $1\frac{1}{2}$ m. upstream, see m. $19\frac{1}{2}$ below. About $\frac{3}{4}$ m. downstream of the ford is the Kurdish village of Kiri, where small canoes can be obtained for crossing the river when it is unfordable. Below Kiri the Zāb flows for about 10 m. through an impassable gorge.)
- At the Zāb ford an alternative track from the Ser Amadiyeh, *via* Malakdeh, joins.

Miles from
Amadiyeh

- 10? Track diverges to r. from the Terwanish road (but see under m. 10 above). It traverses ground covered with rough limestone boulders and a thick forest of stunted oaks. It crosses a small stream and then for some distance (perhaps about a mile?) descends its r. bank (this stream apparently flows N. to join the Rubar Su). The track then bears more to E., leaving the stream and crossing a small spur. It works round another spur over an outcrop, where the going is bad, and reaches the head of a valley leading to the Zāb. This valley is followed to
- 15 **Malakdeh**, a village of 10 huts, near the point where the valley is joined by a gorge and stream from the r.
(From Malakdeh a track continues down the valley to Kiri.)
The route to the Zāb ford crosses a 'small valley' (apparently the one already followed to Malakdeh), and passes along a spur through thick oakwood. A gradual descent leads to
- 17 Junction of the Rubar Chai with the Great Zāb.

From the ford ascend the l. bank of the Zāb, traversing broken and wooded slopes formed of loose earth and boulders. (There is also a track along the r. bank of the Zāb from the ford to the bridge mentioned below.)

19 $\frac{1}{2}$

Bridge over Zāb (ruined?). There are masonry piers forming 5 spans of 7, 20, 24, 17, and 19 yds. respectively. In 1901 there was a rough wooden roadway passable for

Miles from
Amadiyeh

lightly laden mules. In 1906 the roadway had been destroyed. It seems to have been subsequently repaired, but was carried away by flood in 1911, and a dispute between two local Aghas prevented its restoration. It appears that it could not, in any case, be repaired for wheels.

The valley is here about 1,000 yds. wide, with cliffs rising 1000 ft. on each side. Current about 4 m. p. h.

(A track by the l. bank leads from this point to Jemān, opposite Lizān, on *Route* 68 b.)

Above the bridge the route leaves the Zab, ascending a side-valley which leads E. The path is steep and rocky and passes through a narrow gorge. The valley is joined by another from the r., and then leads NE. to a small cultivated basin at its head. A saddle is crossed, and the track then descends by a steep zigzag to

- 25 **Chal**, a Kurdish and Jewish village of 70 houses, residence of the Kurdish Agha of Pinianish, who was *mudir* of the district in 1906. The village stands on a large rock, round the foot of which are gardens.

A track from here leads to 'Shiva Silpak' (Chuwach in the Pinianish valley to E. ? See under m. 35 below).

The track rounds the Chal rock to the W., and then descends into the very deep precipitous valley of the Bellati Su, a tributary of the Zab, flowing about WNW. The track passes a ruined castle about half-way down, and as it descends slants eastwards across the face of the slope.

- 27 Bottom of the Bellati valley, about 1,000 ft. below Chal. Cross the **Bellati Su**. Bellati village is about $\frac{1}{2}$ m. up-stream, Beylis about 2 m. ; both are Nestorian.

The track now heads N., crossing a very steep spur between the Bellati and the Tkhuma valleys by a saddle about 2,300 ft. above Bellati. The road, which winds considerably, is very steep, rough, and stony. Steps are cut in the rock in places.

- 31 Top of saddle ; descend by a steep zigzag track to Salebekkan.

- 33 Sufsidon, Kurdish village, is passed on the hill-slope to r.

- 34 **Salebekkan**, Nestorian village on the Tkhuma (or Salebekkan) Su. This is a large straggling village of some

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200 houses, extending along the stream. The Tkhuma valley produces (or produced) a good deal of wheat, rice, and millet, and contains poplars and fruit-trees. The inhabitants of the other villages of Tkhuma are (or were) Nestorians, and used to have a standing feud with the Pinianishli Kurds.

Two tracks are reported connecting Salebekkan with the Zāb valley.

(i) *Salebekkan—Lizān*

The track descends the Tkhuma stream. Berawola village, on the N. side of the stream, is passed at about m. 3–m. 4. The sides of the valley are steep, and in places the bed of the stream has to be followed. The going is rough and bad.

At about m. 5 a low col between the Tkhuma Su and the Zāb is crossed. The l. bank of the Zāb is reached and ascended to Jemān (about m. 8?) opposite Lizān. See *Route 68 b (corrections)*, under m. 31.

(On Bachmann's route-map the Tkhuma valley in the neighbourhood of Salebekkan is marked much farther N. than on the W.O. Map (E.T.A., sheet 27, 1916). According to Bachmann Salebekkan and Berawola are about due E. of Lizān; about 1 m. below Berawola the Tkhuma stream changes its direction from W. to S., and, while the track to Lizān crosses the col between the Tkhuma and Zāb valleys, the Tkhuma Su flows southwards to join the Zāb a few miles downstream.)

(ii) *Salebekkan—Chumba de Umara*

(The following route as described in the *Military Report* is inconsistent with the W.O. Map (1916), which, following the authority of 1906, places Salebekkan about 10–11 m. in a direct line from Chumba de Umara. But according to Bachmann's map, which places Salebekkan E. of Lizān and shows the Gargarri Dāgh (i.e. the Chairōsh Dāgh of the W.O. Map) immediately above the Tkhuma valley in the neighbourhood of Berawola, it is not impossible that the route should exist.)

The track ascends the N. side of the Tkhuma valley in a general NW. direction. The ascent is steep, the gradient being in places 1 in 3; in places steps are cut in the rock. The track passes through a forest of oaks, junipers, and shrubs, and undulates over spurs. At m. 4½ pass above Berawola. Continue ascent by gradient of 1 in 5–1 in 3. At m. 6 cross summit of ridge and descend, going WNW. Enter a valley and descend it (apparently along its N. side). Good grass on the hill-slopes. At m. 8½ pass 'Kasrani' (Marha de Qasreh?), a village surrounded by cultivation on the other side of the valley. As the Zāb is approached the valley becomes a narrow ravine, with steep shaly slopes on which are some oak scrub and a few junipers. Follow N. side of ravine to the Zāb, which is reached about 3½ m. below Deir Marsova (i.e. about Chumba de Umara). See *Route 68 b (corrections)*, m. 39.

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Amadiyeh

- Cross the Tkhuma stream, a torrent in a wide, stony bed. An indifferent track ascends the r. bank of the stream.
- 35 The Tkhuma Su is joined here by another stream from the E. (This latter stream flows through a gorge for about 6 m. of its course; above this gorge is a basin in which lie several Pinianishli Kurd villages: Marata, Berijan, Chuwach, Takiseri, and Seran.)
- The route to Julāmerk continues up the Tkhuma valley in a northerly direction. The track is very bad, lying in the bed of the river among huge boulders. (There are paths on the hill-side used by natives when the river is in flood, but these are dangerous as the slopes are very steep and slippery. Moreover, they entail much climbing.)
- 37 A gully is passed on l. The valley opens a little. **Ghissah**, Nestorian village at the junction of a small stream flowing into the Tkhuma Su from a gully on the r.
- Gully on l. Valley opens out to a breadth of about 600 yds. Terraced cultivation.
- Beyrukh**, Nestorian village of about 50 houses, is passed on the farther side of the Tkhuma Su.
- The track crosses a very bad *stanga* and passes through a small gorge.
- 39 Tributary valley joins from N., while the main valley bends E. At the junction is **Haishat**, a Nestorian village.
- The main valley is followed. It is here narrow, and the road, which lies in the river-bed, is very bad and rocky. The track keeps crossing and recrossing the stream. Pass through gorge 80-100 yds. wide. The valley opens up. The road now on the r. (N.) bank of stream.
- 42 Valley and stream join from l. About 400 yds. up this side-valley is Zawitha, a Nestorian village.
- The bottom of the Tkhuma valley is here covered with farms and cultivation, which extend for some 4 m.
- Tkhuma Naveh** (or Tkhuma Gawaia), a village of some 400 houses, the residence in 1906 of Malik Belcho, the second head chief of the Nestorians.
- Mule-tracks lead from here (i) to 'Shiva Silpak' (Chuwach in the Pinianish country? See under m. 35 above), $7\frac{1}{2}$ m.; (ii) to 'Maté' (Marta Marzaia in Jelu? See Route 63 a); distance

Miles from
Amādiyeh

estimated at 20 m., but probably longer; the route perhaps crosses the Koch Gedik, m. 56½ below.

- 44½ **Mazeru** village at junction of small stream from l. .
The Tkhumā valley bears NE. Valley and stream join from SE.; up this side-valley is the Kurdish village of Gizeresh.
- 45 **Gundiktha**, Nestorian village of 200 huts. Beyond this village the valley becomes narrow, stony, and bare of cultivation, and winds considerably.
Open space with a few patches of cultivation.
Cross stream to l. bank by a bridge of loose, unmortared stones; 1 arch of 18 ft.
Cross *stanga*.
Large gully from l.
- 49 **Pireh**, 6 Nestorian huts and some cultivated patches.
Gully from r., coming from Ghara Dāgh, which here towers above the valley with four precipitous buttresses.
Cross stream by bridge of loose stones with two arches of 12 ft. each.
Enter a winding gorge.
Valley opens out again.
Gullies from r. and l.
Valley from r., coming from Ghara Dāgh.
The hills on the l. are now grassy and open.
- 53 Valley and stream from l. This side-valley contains scattered Nestorian houses known as **Hāni**. The inhabitants work lead-mines in the neighbourhood.
Continue up main valley, which is open and grassy, apparently for about 1 m., and then turn up a dry grassy valley to l.
A steep winding track leads to the
- 56½ **Koch Gedik**.
(Bachmann's route-map shows a track turning *westwards*, about where the, W.O. Map of 1916, following the authority of 1906, shows the track as bearing eastwards. Bachmann's track is shown as ascending a valley, passing a village marked as Hāni, and then turning to the r., and winding up to the top of the range, the summit of which is marked as Hāni Pass. This point is shown S. by W. of Rabāt village, whereas the Koch Gedik is marked by the authority of 1906 (and by the W.O. Map of 1916) as SE. of Rabāt. It seems doubtful whether

Miles from
Amadiyeh

- there are two ways across the range or one of the authorities is in error.)
- Descend from the Koch Gedik by a very steep winding track falling about 2,000 ft. in 2 m.
- 58½ Slope easier. Valley opens (this is the valley of the Tal or Rabat Su, which the route follows down to the Zāb). Patches of terraced cultivation. Gullies to r. and l.
- 60½ **Mathwatha**, Nestorian village of about 40 houses. **Rabāt**, Nestorian village of about 50 houses, on the farther (l.) side of the valley. The track now lies for the most part in the river-bed. Pass through two small gorges.
- 61½ Valley from r. ; Asiza village ½ m. up it.
- 62 Pass Mardishu, church and convent, 1,200 ft. above the valley on a precipitous cliff on r. The river winds considerably.
- 63 **Bekuik**, Nestorian village. Valley (gorge) joins from S.
- 66 **Beyikey**, Nestorian village, on opposite (l.) bank of stream. High crags on each side of stream. Cross *stanga*. Valley very narrow and winding. Track ascends 100 ft. above river on crags, and descends again to the stream. The track leads through a gorge, across a *stanga*, and through a winding cañon. Cross stream to l. bank.
- 69 Junction of the Tal with the **Great Zāb**. At the junction is a flat patch of cultivation 80 yds. wide by 300 yds. long. Some patches of terraced cultivation. Here *Route 68 b (corrections)* joins. Ascend l. bank of Zāb. River here about 70 yds. wide. Much brushwood on the valley slopes. Pass big gully on r. ; farther up there are many gullies on each side of the river. Cross a *stanga*.
- 72½ **Uri** valley and stream from r. Ascend by a very steep and rough track for about 250 ft. over a precipitous spur. Descend again to stream.
- 73½ **Kia** valley joins from r., with a fairly large stream that

Miles from
Amadiyeh

enters the Zab from a gorge. There is a patch of cultivation at the junction of the Kia Su with the Zab; good halting-place. (The Kurdish village of Boi is 1 hr. up the Kia valley; the Nestorian village of Kia, 2 hrs.)

Pass a gully on r., and then a small level patch on the bank with signs of cultivation (a good halting-place).

The track enters a gorge, which in winter and spring is made dangerous by frequent avalanches.

Towards its southern end the gorge is filled with enormous rocks (brought down in a landslide) which make the stream appear insignificant. Farther up the Zab is a roaring mountain torrent of dirty brown water, about 30 yds. wide, rushing over great boulders. The sides of the gorge are almost precipitous for about 1,000 ft., and then rise in a slightly easier slope for 4,000-5,000 ft. They are of bare rock, except here and there, where some brushwood grows in crevasses or ravines.

Cross a *stanga*.

75½

Cross the Zab by a wooden cantilever bridge 90 ft. long; footway of wicker hurdles and mud; no rails at the sides. This bridge was reported in 1906 to be somewhat better than most of the bridges of this type on the Zab. It is passable for horses.

Ascend the r. bank of the Zab by a well-worn track along the side of the gorge.

76¼

Leave the Zab gorge by a side-valley to l. The valley is at first about 100 yds. wide, and then narrows to a cañon about 12 yds. wide. The road crosses from the r. to the l. bank of the stream in the cañon by a wooden bridge. Above this bridge another stream joins from l. in a cañon about 3 yds. wide. The track ascends by a zigzag path cut in steps along the side of the main cañon.

76¾

The track emerges from the cañon into the horseshoe of hills enclosing the Julāmerk plateau.

Ascend to Julāmerk by a rough stony path, with a stream on each side, passing cultivation and old camping-grounds.

78½

Julāmerk.

ROUTE 68 b

AMADIYEH—JULĀMERK (79½ m.)

Via LIZĀN AND ZĀB VALLEY

Authorities:—Report of a journey in 1906. *Petermann's Mitteilungen*, vol. 60 (i) (Bachmann, 1911). *Military Report on E.T.A.*, vol. iii, Route 120 (journey of 1901). Russian report of 1902.

Miles from
Amadiyah

- | | |
|-----|---|
| 0 | Amadiyah. Route 68 a (<i>corrections</i>) is followed to Terwanish (m. 0–m. 13). For an alternative road from the Ser Amadiyah <i>via</i> Heyis to Dashtan see below, under m. 20. |
| 13 | Terwanish. From here the route proceeds to ascend the northern side of the Berwari valley, a climb of some 2,400 ft. in 8 miles. The hill-slopes are thickly wooded with dwarf oak, and are cut up by frequent ravines. The heights bounding Berwari on the N. are sometimes impassable for laden animals as late as March on account of snow.
The track on leaving Terwanish first follows a ravine leading N. from the Rubar Chai. On reaching the head of this ravine it winds round the slope of a pyramidal hill (to l. ?), passing on the r. the head of a deep valley draining to the Rubar Chai and containing the Kurdish village of Hulloa (compare <i>Route 68 a (corrections)</i> , m. 16). |
| 18½ | Duskia is passed, a Kurdish village at the head of a ravine running E. to the Zāb.
A col is crossed, and the descent leads to |
| 20 | Dashtan , Kurdish village of 60 houses. |

Amadiyah—Dashtan via Heyis and Duri

Miles from
Amadiyah

- | | |
|-----|--|
| 0 | Amadiyah. Route 68 a is followed to the top of the Ser Amadiyah. At some point on this range, in the neighbourhood of the Amadiyah <i>yāilā</i> , the track to Heyis diverges to l. from that to Terwanish. Descend through oak scrub into Berwari. |
| 8¼? | Enter a ravine, down which flows one of the headwaters of the Seri Rud, a tributary of the Khabūr Su. |

Miles from
Amadiyeh

9

Heyis, Nestorian village.

(For summer route from Heyis to Kochannes *via* Ashita and Khānanis see note at end of this route, p. 59 below. For the road from Heyis to Marwānen and Van see *Route 79*.)

The track continues to descend the Heyis stream for a short distance, passing the Nestorian village of Merak Haji. Where the stream bends NW. the track leaves it and strikes, somewhat E. of N., over a spur, the top of which is covered with oak forest. This is part of the watershed between the Khabūr and Zāb basins. From the spur the track descends into the basin of the Rubar Chai. It crosses a stream (apparently an affluent of the Rubar), and then goes over a low spur to Iyal, a village which appears to be situated on the Rubar Chai, itself a few miles above Terwanish. The track then bears E. and winds round the end of a spur on its l. to

14

Duri, a village on an affluent of the Rubar, and the residence of the Nestorian bishop of the Berwari district. The valley here is fertile. Shimarileh, large Jewish village, lower down the valley.

The road goes up a side-valley leading E. from Duri past vineyards on l. and a wooded hill on r. It then rises by a steep, narrow, and winding path over a wooded range of heights, bearing NE. It apparently meets the track *via* Terwanish at a short distance from Dashtan.

19?

Dashtan. (As this road makes a longer détour to W. than the track *via* Terwanish, it is probable that either this distance from Amadiyeh to Dashtan is rather too short or the distance given for the road *via* Terwanish is rather too long.)

The route proceeds over a saddle N. of Dashtan, and crosses the head of the valley in which lies Zeri, an important Nestorian village. (Another path from Dashtan to the Zāb leads down the valley to Zeri, and thence to the Zāb across the wooded spur mentioned below. Zeri is 2-3 m. from Dashtan.)

22½

The track rounds the head of a ravine leading into the Zeri valley and then ascends a wooded spur, the top of which is followed in an easterly direction. From the spur the track winds down for about 1,000 ft. to the Zāb.

From here onwards the country is more difficult than in the first stages of the route. The mountains are higher, steeper, and more rugged, and timber and cultivation become rarer. In parts of the Zāb valley the track is extremely difficult for pack-animals.

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Amadiyeh

24½

The r. bank of the **Great Zāb** is struck not far from the mouth of the Tkhuma stream which joins the Zāb on the other side of the river. See *Route 68 a (corrections)*, track (i) under m. 34. The r. bank of the Zāb is now followed upstream.

26½

Pass stream and valley joining from W. The Kurdish village of Darawa is about 1 hr. up this valley.

The track becomes very bad. On the r. bank are earth and gravel slopes covered with loose stones, trees, and scrub. On the l. bank are precipitous cliffs.

Ascend over small spur and return to river-bank.

28½

Pass Zawia, Kurdish village, on opposite (l.) bank. The track rises gradually from the river-level, and then descends again through farms and gardens to

31

Lizān, a Nestorian village of some 200 houses, at the junction of the Lizān Su with the Zāb. There is much terraced cultivation hereabouts.

Besides the route described in detail below, there are the following tracks from Lizān :

(i) *Lizān—Ashita (Lower Tiari)*

This track, which appears to be difficult, leads up the Lizān valley, which forms the centre of the Lower Tiari district and is inhabited by Nestorians. The valley is fertile, and the villages were, before the war, comparatively populous.

The following villages are reported to exist in the valley :

Guipur, ½ hr. from Lizān.

Minianish, ¾ hr. from Lizān.

Zawitha, 1 hr. from Lizān. But the sketch-map of another authority places Zawitha about 9 m. from Lizān.

Ashita, 4 hrs. from Lizān.

Ashita is a large village of about 200 houses. According to a native report of 1906, the villages of 'Geramus', 'Aroosh', and 'Allamun' are respectively 9 hrs., 9½ hrs., and 9½ hrs. from Lizān. They would appear to be identical with the 'Geranum', 'Arus', and 'Halmun' of W.O. Map, E.T.A., sheet 26, 1916, though the position of these villages on the W.O. Map seems inconsistent with the times given above. The position of these places relatively to each other as shown on the W.O. Map is approximately confirmed by two route-maps of 1912; it seems possible, however, that they are marked too close to Ashita. The 'Geramus' and 'Alamun' of the W.O. Map are probably erroneous duplications of Geranum and Halmun. Arus, Halmun, and Geranum are on a track from Amadiyeh to Julāmerk or Kochannes, which leads by Heyis and the Zāb—Khabur watershed (see note on p. 59).

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Amadiyeh

From Ashita a track described as difficult and rocky, and estimated at about 13 m., leads to Deir Marsova (m. 42½ below). It seems to go by the village of Sarspido (Suaspido?). It apparently strikes the Zāb 1-2 m. below Deir Marsova.

(ii) *Lizān—Salebekkan (Tkhuma)*

This connects with the road from Amadiyeh to Julāmerk via the Tkhuma valley and the Koch Gedik. For description see Route 68 a (corrections), track (i) under m. 34.

(iii) *Lizān—Julāmerk, along Right Bank of the Zāb*

As far as Deir Marsova (4 hrs.) there is a very dangerous, narrow path not practicable for animals, along the r. bank of the Zāb.

From Deir Marsova to Dirawa is a march of 8 hrs. The path on the r. bank is apparently not passable for animals, and in places the river has to be crossed and recrossed by bridges.

There is said to be another track from Lizān to Dirawa, which lies at some 3,000-4,000 ft. above the river.

From Dirawa to Julāmerk (a march of 10 hrs.) the track on the r. bank is much better, and is practicable for lightly laden mules. From Dizza to Zorawa, and again in the last few miles before Julāmerk, it is identical with the route described below.

Cross the Zāb from the r. to the l. bank.

There is a wooden bridge over the Zāb just below the mouth of the Lizān Su, but in 1911 it was not fit for laden animals. Above the Lizān Su (which flows in a stony bed some 300 yds. wide) there is a good ford over the Zāb. The river is about 120 yds. wide.

Jemān, Kurdish village, on the l. bank.

The route ascends the l. bank of the Zāb. In front is a line of high, scarped hills running W.-E., through which the Zāb cuts its way by a cañon.

33½

Enter cañon about 800 yds. long and at the narrowest point about 20 yds. wide. The path follows a causeway a few feet above the level of the river, and then ascends a very steep, rough, and slippery *stanga* about 100 yds. long. From the top of this *stanga* it turns up a ravine to the E., following a narrow and slippery ledge of rock for about 400 yds., then crosses the ravine, and doubles back to the Zāb.

Thence a narrow and dangerous track leads along the edge of a precipice above the river, which flows in a deep winding gorge. A descent leads back to the river at

35

Bi Ioannis, a Nestorian village; cultivation.

Miles from
Amadiyeh

- The track then crosses the Kasru Su, a tributary of the Zāb. (The villages of Bellari, Hassur, and Lizu are up the Kasru valley.)
- Beyond the Kasru Su the road goes over a spur by a track which is bad but avoids a very difficult *stanga* along the river.
- 36 Return to river. A wooden cantilever bridge across the Zāb is passed to l. Ascend again by a badly defined track to flat-topped spur. Descend from this spur to the river by a bad zigzag track down a steep 'débris slope' (i.e. a slope strewn with large boulders 6-8 ft. in diameter).
- 37½ **Chumba de Susina**, 20 houses, on l. bank. Saudor on opposite bank. Good cultivation. Pass a gully on r. On the other side of the Zāb a valley and stream join from WSW.
- Saarthé, Nestorian village, on opposite (r.) bank.
- A very bad *stanga*, 500 yds. long, is crossed. It is very roughly made and dangerous, and a party with mules took 5 hrs. to pass it, the animals having to be unloaded and man-handled. The river is fordable above and below the *stanga*, but its depth too great to admit the passage of baggage.
- 39 **Chumba de Umara**, Nestorian village of a few huts, on some open ground at a big bend of the Zāb. A stream from the W. joins the Zāb opposite; up its valley are the villages of Beka, Suaspido, and Aushuteh. Chumbi de Isco lies on the r. bank of the Zāb above the mouth of this tributary.
- For a reported track from Chumba de Umara to Salebekkan see *Route 68 a (corrections)*, track (ii) under m. 34.
- Cross slope strewn with boulders and then over some open ground.
- 42 Pass Chumba de Kur dai, Kurdish village, on opposite (r.) bank; it is connected with the l. bank by a cantilever bridge on 3 piers.
- 42½ **Deir Marsova**; monastery, church, and shrine. There is a saint's grave here, and many people come here on pilgrimage during the festivals of the Nestorian Church. The hillside is covered with rough stone cells, which are used by the pilgrims as lodgings. There are walnut-trees in the valley.

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Amadiyeh

On the tracks along the r. bank of the Zāb above and below Deir Marsova see above, m. 31, track (iii).

According to a Russian report of 1902 there is a good pack-road between Deir Marsova and Dirawa (m. 60 below). This can hardly be meant for a description of a route along the Zāb valley, and may refer to a track over the hills. The distance given is about 17 m.

On the track between Deir Marsova and Ashita see above, m. 31, track (i).

The road passes through the monastery, and crosses the **Rumta** stream from the E. (The Aliatha Su from NE. joins the Rumta a short distance above the latter's junction with the Zāb. In the Rumta valley are the villages of Rumta, Bi Nari, Rish de Nara, and few scattered houses and farms.)

Beyond the Rumta a slope strewn with boulders is crossed. **Chumba de Immah**, village and cultivation. On the opposite (r.) bank is Bubara village.

The route passes gullies on the l. and r. of the valley, crosses a slope strewn with boulders and a small *stānga*.

Chumba de Malik, Nestorian village, with houses on both sides of river; residence of Malik Ishmael, chief of the Upper Tiari Nestorians. Small wicker bridge across the Zāb.

On the r. bank here is the mouth of the Maidāni stream between high crags. The Maidani joins the Zāb from the W. (Up its valley are several Nestorian villages: Kurkha, Galetan, Chemitwan, Pirebacheran, Ida, and Sirgella.)

Scattered houses and cultivation extend up to

Bi d'Aliato, 10 Nestorian houses.

Pass cantilever bridge, very rickety, on Zāb to l.

Pass a gully on r. and a small patch of cultivation with a Nestorian farm.

Cross a slope strewn with rocks, and then over three *stangas* separated by boulder-strewn slopes. The last *stanga*, which is small, is followed by yet another slope covered with rock *débris*.

Stream joins Zāb on the opposite (r.) bank. Terra de Naro, a mill and huts, at junction of this stream with the Zāb; up its valley is the larger Nestorian village of Maluta.

Pass **Khān Dadūsh**, small group of Nestorian huts, and

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Amadiyeh

terraced cultivation. Chumba de Haso, small Nestorian village, on opposite (r.) bank.

Above Khān Dadūsh a valley and stream-bed join from r. (Dadūsh, a Nestorian village, is up this valley.)

The Zāb valley contracts to a gorge. The cañon at the upper end of the gorge is impassable except in late summer and autumn; there is said to be a path which turns it by going high up over the hills. The route described below lies in the gorge.

A slope of rock débris is crossed; this is followed by a *stanga* and another débris slope. A spur is then rounded by a causeway, and a third débris slope is traversed.

53½ Bad *stanga*, which took a party with mules 1½ hr. to pass, 5 men handling each mule.

Cross a débris slope below a precipice.

Enter a winding cañon with sheer walls rising to 400 ft. There is a fairly good causeway cut out round the foot of the cliff, but except in late summer and autumn it is under water, and then the upper track already mentioned is followed.

55 The **Lewin** (or Bardazawi) **Chai**, a large stream from N., joins the Zāb on the opposite (r.) bank. In the neighbourhood of the junction it flows in a cañon similar to that of the Zāb; higher up it traverses the Lewin valley, a large open basin.

A track from the Zāb is said to pass up the Lewin valley to Marwānen; but the point where it leaves the Zāb valley is not given.

A track from the Lewin basin leads to Julāmerk, or, *via* Khānanis, to Kochannes. See note on p. 59.

A bad *stanga* is crossed. When the river is low, mules can pass round this *stanga* in the stream; but this is dangerous, as there is a strong current and the bottom is very uneven, being strewn with large stones; moreover the river is very deep 8 ft. from the bank. The walls of the cañon are here about 200 ft. high.

A slope strewn with rocks is crossed.

Track emerges from the cañon and passes

56½ Chemikhta, a small village, on opposite (r.) bank.

A difficult rocky spur is crossed. Then the track passes

Miles from
Amadiyah

along a broad debris slope, and crosses another rocky spur ascending high over the river by a very bad bit of road.

Very bad *stanga* which took a party with mules $2\frac{1}{2}$ hrs. to pass.

57½

Ikhmula, small Assyrian village.

The track goes along the river-bank, traverses a slope strewn with huge boulders, and then ascends high over the river, crossing a rocky spur. The river is here very winding. There are patches of cultivation at the bends. On the opposite (r.) bank is Korkha, a few Kurdish huts. Descend from spur and pass Jami Ma'den, a small Kurdish village, on the opposite (r.) bank.

60

Dirawa, a straggling Nestorian village, at the junction of the Walto Chai (from SE.) with the Zāb. (Up the Walto Chai are the villages of Serta, Marta Miriam, and Khidian.) On a possible alternative route between Deir Marsova and Dirawa see above, under m. $42\frac{1}{2}$.

61

Cross to r. bank of Zāb by a wooden and wicker cantilever bridge on 2 stone piers; the footway is 2 ft. wide; span 33 ft.; fairly steady. Mules can cross, but have to be held, head and tail.

On the r. bank is Mazerugu village near the bridge.

A track continues up the l. bank of the Zāb to Zorawa. It ascends a spur and descends on the other side by a 5 ft. ledge on a 40° slope.

61½

Dizza, Kurdish village, at the junction of the **Selai** stream with the Zāb.

From here tracks lead by the Selai valley to Julāmerk, to Kochannes, and apparently also to Marwānen.

The Selai valley is a fertile open basin containing the villages of Beri, Sadigan, Dandigan, Derissa, and Beilan. This basin is separated from the Zāb by two high knife-edged ranges, the one W., the other E., of the mouth of the Selai Su; the western range is the Bagereh Dāgh, the eastern the Selai Dāgh. Between these ranges the Selai cuts its way out of its basin to the Zāb by a narrow gorge.

(i) To Julāmerk.

Very difficult rocky path for the first 4 or 5 m. Then for 8 or 9 m. a good pack-road to Marzan, 2 m. from Julāmerk. *Araba* road from Marzan to Julāmerk.

(ii) To Kochannes.

Passable for laden mules in summer and autumn. It is cooler

Miles from
Amadiyah

than the route via Julāmerk. A high pass is crossed before Kochannes (possibly this route joins the Heyis—Kochannes track in the neighbourhood of Khānanis; see below, p. 59). Kochannes can be reached in one long day's march.

(iii) *To Marwānen?*

There is no information as to the character of this route.

The track crosses a slope strewn with rocks. On the S. bank of the river the hills rise in terraces formed by alternate precipices and slopes.

A stream from l. is passed. In this neighbourhood there are many patches of terraced cultivation, and scattered houses, all parts of the village of Dizza.

64½

Jami de Bedella, straggling Kurdish village, on r. bank.

Opposite Jami de Bedella is **Zorawa**, Nestorian village of 10 houses with terraced cultivation on the l. bank.

Ford the Zāb at Zorawa. The ford when passable is thigh-deep. It has a good stony bottom. The current is rapid, and the width of the river is 60 yds. According to native reports avalanches may obstruct the stream and cause floods here in the spring.

The track continues up the l. bank of the Zāb.

Pass flat open space on the opposite (r.) bank, and then several patches of cultivation and some scattered Kurdish huts known as Jami de Zorawa.

On the l. bank a patch of flat ground 200 yds. long is passed, and a ravine with a large watercourse is crossed. Another flat stretch on the l. bank of the river is traversed.

The river runs in rapids. The slopes of the valley are covered with stunted trees and shrubs.

A larger gully on the opposite (r.) bank is passed.

Large spring on r. of track.

High crags on each side of river.

The Zāb valley, as followed upstream, bends from E. to NE.

70

Junction of the **Tal** (or Rabāt) **Su** with the Zāb. Here *Route 68 a (corrections)*, m. 69, is met, and from here it is followed to

79½

Julāmerk.

NOTE. AMADIYEH—KOCHANNES

Via Heyis and Khānanis

This is a mule-track passable in summer.

For the road from Amadiyah to Heyis (about 9 m.) see *Route 68 b* (*corrections*), track under m. 20.

From Heyis the track follows the divide between the Zāb and the Khabūr basins until a turn to the E. leads to the headwaters of the Selai and Khānanis. The distance from Heyis to Khānanis can be covered in about 30 hours' marching.

From Khānanis to Kochannes the distance is 9-10 m. by a bad track.

[The main part of this route seems to be shown approximately on W.O. Map, sheet 26, 1916, in the track from Heyis leading by Kani Masi, Arush, Halmun, Geranum, the Nestorian *yāilā* E. of the Sahdinān Dāgh, Anitus, Khari, and Kawara to Kasr, near Al-kai, in the Lewin valley. This track is impracticable for horses and difficult for mules.

Between the Sahdinān Dāgh and Khari the alignment of the route shown on the W.O. Map appears to be incorrect, the details of two different routes being combined. (i) A route-map of 1912 shows a track leading N. across the Nestorian *yāilā* to the head of a valley running E. in which lies Anitus ('Anates'). The track descends this valley keeping close along its stream to a point about $\frac{1}{2}$ m. beyond Anitus. It then turns N. and bends round a spur into a valley from the north-west, which joins the Anitus valley a short distance to E. The track crosses to the N. side of the stream in the northern valley by a wicker bridge and turning E. descends the l. bank to Khari. (ii) Another route-map of 1912 marks a track leading ENE. across the Nestorian *yāilā*, passing high up over the Chiah Spi and winding along the northern side of the Kaluga Dāgh, some way S. of Anitus. From a point about NNE. of the Businda Dāgh it bears round to N. and reaches Khari.

On Arus, Halmun, and Geranum see *Route 68 b* (*corrections*), track (i) under m. 31.

From the Lewin valley tracks lead to Julāmerk or Kochannes.]

ROUTE 69 (pp. 139-43)

JULĀMERK—BĀSH QAL'AH

m. 0. *For 'a valley' read: 'the Zāb valley'.*

m. 0—m. $9\frac{3}{4}$. **Julāmerk—Des Chai.** The distance given in the text is supported by a route-map of 1883.

m. $38\frac{1}{2}$ —m. 49. **Omerawa—Bāsh Qal'ah.** The distance between these points is given by one authority (*Mil. Rep. on E. T. A.*, vol. iii, Route 120) as $10\frac{1}{2}$ m. (time, 3 hrs. 15 min.), by another authority (*Mil. Rep. on E. T. A.*, vol. ii, Route 99) as $14\frac{3}{4}$ m. (time, 4 hrs. 6 min.). The difference between the estimates of these two authorities lies mainly in the section Katib Agha (under m. $40\frac{1}{2}$ in text) and Kirakam (m. 43 in text); the first covered the distance between these places in 36 min., and estimated it at $2\frac{1}{2}$ m., the second took 1 hr. 23 min., and estimated the distance at about $5\frac{1}{4}$ m.

A Russian report gives the distance between Atis (E. of the Zāb in the neighbourhood of Omerawa) and Bash Qal'ah as $19\frac{1}{4}$ m. See corrections to *Route 65*.

ROUTE 70 (pp. 142-3)

JULĀMERK—KOCHANNES

Introduction. *Add:* 'According to a Russian report of 1906 the distance from Julāmerk to Kochannes is $8\frac{1}{4}$ m., of which the first $2\frac{3}{4}$ m. from Julāmerk are fit for *arabas*, the rest of the way being a pack-road.'

ROUTE 72 (pp. 147-50)

KOCHANNES—VAN

Via SEKUNIS AND QASRIQ

Introduction. *Add:* 'The route appears to be fit only for pack-animals as far as the neighbourhood of m. 41, some 9 m. beyond Sekunis. Thence it seems to be passable for wheels, but in places is difficult even for *arabas*.'

For alternative routes to Qasriq and Demgosini ("Demgosim" in text) see note at the end of corrections to this route.'

- m. 0—m. $10\frac{1}{4}$. **Kochannes—Qotranis.** The distance from Kochannes to Qotranis is given by a Russian report of 1906 as $12\frac{1}{4}$ m.
- m. $10\frac{1}{4}$ —m. 32. **Qotranis—Sekunis.** According to a Russian report the track from Qotranis to Sekunis is very rocky and difficult in the last 4 versts ($2\frac{2}{3}$ m.) before Sekunis, where it leads through a gorge.
- m. 32. **Sekunis.** On an alternative track from here to Qasriq (apparently shorter but more difficult than the route described in the text) see corrections under m. $53\frac{1}{4}$ below.
- m. 46. *After* 'following the r. side of the valley' *add*: 'which contains a tributary of the Bohtan Su'.
- m. 49. *Delete* 'Beyond this stream . . . gradually ascending' *and substitute*:
'The tributary of the Bohtan Su trends W., flowing through a gorge. It joins the Bohtan some distance ($3\frac{1}{4}$ m.?) above Hokotzvank. See additional *Route 72 c* below.
The road leads N., gradually ascending.

In this neighbourhood a track diverges to l., going NNW. It leads to Demgosini by the Chilichap pass (see under m. $64\frac{1}{2}$ in text, and additional *Route 72 c*, m. $1\frac{1}{2}$).'

- m. $53\frac{1}{4}$. **Qasriq.** *1st paragraph.* *After* 'the residence' *add*: 'in 1900'; *and for* 'a Kurdish Bey' *read*: 'chief of the Mahmud Piran section of the Hartoshi Kurds.'

2nd paragraph. *Add*:

'According to a Russian report (undated) there is a pack-road to Sekunis which diverges from the cart-road between Qasriq and "Harabader" ('Arābi Dagh?) at about $5\frac{1}{4}$ m. from Qasriq, and reaches Sekunis at about $15\frac{1}{4}$ m. from Qasriq. This may be the mule-track referred to in text.

For other routes from Kochannes to Qasriq see alternative routes below.

For route from Qasriq to Silk Khāneh (Salekhane) see additional *Route 72 b* below.

For route from Qasriq to Shattakh see additional *Route 72 c* below.

m. 64½. For '**Demgosim**' read: 'Demgosini'.

For route from Demgosini to Kochannes *via* Shahmannus see Alternative Route (ii) below.

m. 72½-m. 79. **Vekchuranz**—**Qurubāsh**. According to a Russian report of 1906 the road where it crosses the hills between these two places is difficult for carts.

m. 79-m. 84½. **Qurubāsh**—**Van**. According to a Russian report Qurubāsh is only 2 m. from 'Van'. Probably this distance is measured to the suburb of Ereḳ, whereas that given in the text is calculated to the old town of Van.

p. 153. *Add*:

ALTERNATIVE ROUTES: KOCHANNES—QASRIQ OR DEMGOSINI

(i) *Kochannes—Qasriq via Pagan*

Authority:—Russian report of 1906.

As far as Berok the road is 'a difficult rocky pack-path'. From Berok to 'Harabader' ('Arābi Dagh?') it is fit for pack-animals only. From 'Harabader' it is passable for *arabas*.

Miles from
Kochannes

0	Kochannes.
12½	Qotranis (see <i>Route 72</i> , text and corrections, m. 0-m. 10¼).
26	' Herevana ' (not identified). A pack-road leads from here to Bāsh Qal'ah.
28½	Pagan ('Bakan' on W.O. Map, E.T.A., sheet 27, 1916). In this neighbourhood the route appears to cross a track from Qadhi Khān on the Julāmerk—Bāsh Qal'ah road to Sekunis. See <i>Route 69</i> , under m. 25½.
32	Berok (Beyrukh on W.O. Map).
44½	' Harabader ' ('Arābi Dagh? See m. 46 in text).
53	Qasriq (<i>Route 72</i> , m. 53¼).

(ii) *Kochannes—Demgosini or Qasriq via Shahmannus*

There is a Russian report (1906) of a route from Kochannes to Demgosini *via* Shahmannus, Dedanis, and 'Zahos' (apparently Zakhosk). In *Mil. Rep. on E.T.A.*, vol. ii, *Route 92 B*, there is a reference to a track from Shahmannus to Pagha Aghni, whence tracks lead to Zakhosk, Qasriq, and Khoshāb.

The information available is not sufficient to show how these routes are related. They have therefore been given separately.

(a) Russian report (1906):

The distances given in the Russian report are very doubtful; discrepancies between it and the W.O. Map are noted below.

The road is described as a difficult rocky path as far as a point about 2 m. before Dedanis; thence a good horse-path leads to a point about $1\frac{1}{4}$ m. beyond 'Zahos'; and from there an *araba* road runs to Demgosini.

Miles from
Kochannes

0	Kochannes.
$21\frac{3}{4}$?	Shahmannus. (By W.O. Map, E.T.A., sheet 27, 1916, this is about the <i>crow-fly</i> distance between Kochannes and Shahmannus.) In the neighbourhood of Shahmannus the Sekunis—Bāsh Qal'ah road crosses (see <i>Route 73</i> , m. $6\frac{3}{4}$).
$48\frac{3}{4}$?	The track, up to this neighbourhood a difficult rocky path, becomes hereabouts a good horse-path.
$58\frac{1}{2}$?	Dedanis (not identified).
$66\frac{1}{2}$?	' Zahos ' (apparently Zakhosk ; by W.O. Map, E.T.A., sheets 27 and 20, Zakhosk appears to be about 20–25 miles from Shahmannus <i>via</i> Belisava, and about 25–30 miles from Shamannus <i>via</i> Kharabeh Sheikh).
$67\frac{3}{4}$?	From this neighbourhood there is an <i>araba</i> road to
73 ?	Demgosini (see <i>Route 72</i> , m. $63\frac{1}{2}$). (By W.O. Map, E.T.A., sheets 20 and 19, Demgosini is about 10 m. from Zakhosk.)

(b) *Mil. Rep. on E.T.A.*, vol. ii, p. 331:

A rough mule-track is reported to lead from Shahmannus to Pagha Aghni *via* Belisava, crossing a steep pass just E. of the Kelispi crag.

From Pagha Aghni easy tracks lead:

(1) To Qasriq, about 8 m. distant. See below, additional *Route 72 b*, under m. 3.

(2) To Zakhosk, about $4\frac{1}{2}$ –5 m. distant. See (a) above, and additional *Route 72 b*, under m. $6\frac{1}{2}$, below.

(3) To Kharabeh Sheikh, for Khoshāb or Norduz. See below, additional *Route 72 b*, under m. 17. This track is not passable for wheels.

ADDITIONAL ROUTE 72 b

QASRIQ—SILK KHĀNEH (38 m.)

Authority:—Mil. Rep. on E.T.A., vol. ii, Route 92 B (journey of 1900).

This road from Qasriq to Silk Khāneh ('Salekhane' on W.O. Map, E.T.A., sheet 20) connects *Route 72* with the Khoshāb—Serai road (*Route 78*). It is also a section in a direct line of communication between Jezret-ibn-'Omar and the Turco-Persian frontier at Qotur or Bayazid via Maidān Jāsūs, Shiv Shālīl, Marwānen, Qasriq, Silk Khāneh, and Serai (cf. *Routes 80*, m. 0—m. 72; 82; 79, m. 88—m. 139; 72, m. 41—m. 53 $\frac{1}{4}$; 72 b (present route); 78, m. 13 $\frac{3}{4}$ —m. 29; 76 a, m. 79—m. 58 $\frac{1}{2}$). Thirdly, this road crosses the Bash Qal'ah—Van route not far W. of Khoshāb (see *Route 74 a*).

Miles from
Qasriq

0

Qasriq. Cross a cultivated plain to NE., following a small stream and keeping the peak of Keliresh on r. The country is open and easy, the plain being bounded by bare strong ridges on l. and the high bare peak of the Bashit Dāgh in front.

3

Leave the stream.

A track 'follows the valley' (i. e., apparently, diverges to r. from the route and follows the valley of the stream above mentioned) to **Pagha Aghni**, 5 m. distant. From Pagha Aghni a fair track over clay outliers, not passable for wheels, leads E. to **Kharabeh Sheikh**, whence one track goes N. to Khoshāb, another S. to Norduz (Shahmannus).

Pagha Aghni is also connected with Shahmannus by a rough mule-track via Belisava.

See further p. 63 above, *Route 72 (corrections)*, alternative route ii (b).

Continue up an open basin to a broad easy col, and thence descend to the

6 $\frac{1}{2}$

Gevirkhān plain. This is a grassy upland bounded on the E. by the steep, bare slope of the Bashit Dāgh, and on the N. by the rocky mass of the Susuz Dāgh. The plain drains W., through a deep rocky valley, into Havatzor.

Apparently a track comes in here from Pagha Aghni. It traverses easy country. See under m. 3 above.

Miles from
Qasriq

7 $\frac{1}{4}$

Zakhosk, small Kurdish village.

10 $\frac{1}{4}$

Pagha Gedik village, Kurds and Armenians, situated at the foot of the steep slope of the Susuz Dāgh.

Slight ascent to

11 $\frac{3}{4}$

Pagha Gedik, broad clay col between the Bashit Dāgh and the Susuz Dāgh.

Easy descent. Cross a narrow valley running N. to the Khoshāb Su. The route trends NE. along the foot of some steep spurs of the Bashit Dāgh to S. To N. are open downs with cultivation and grass-land. On their northern side these downs fall steeply to the Khoshāb Su.

17

Akhirak, 30 Kurdish houses. Descend gradually over open country.

Easy tracks run S. to Kirel or Bahanis (in the direction of Kharabeh Sheikh) or E. to Khoshāb.

20

Pass **Mirawa**, some wretched huts.

Descend dry ravine and reach the

21 $\frac{1}{4}$

Khoshāb Su valley. In this neighbourhood the Bāsh Qal'ah—Van road is met and crossed (*Route 74 a*, under m. 25). A little farther on cross the Khoshāb Su by an easy ford with a gravelly bed.

The track turns up the valley of the Khoshāb, keeping above the gorge in which the river flows in this neighbourhood. From the junction of the Kolan Su (from the NE.) with the Khoshāb the route follows the N. side of the Kolan valley. Farther up the Kolan valley opens out to a width of about 1 m. with water-meadows on which good hay is raised in summer. There are some Kurdish villages on the slopes, all known as Kolan and distinguished by the names of their headmen.

24 $\frac{1}{2}$

Kolan Mal-i-Taro village.

(i) It appears that an easy track leads S. from here to Khoshāb, 4-5 m. distant.

(ii) From this neighbourhood there appears to be a rough track across the hills to W., leading to Zernak on the Bāsh Qal'ah—Van road (*Route 74 a*, m. 37 $\frac{1}{2}$). Compare corrections to *Route 74 a*.

27

Korkheum on knoll to l.

(i) From here an easy track runs N. over a broad col via Kanispi and Zeran to **Seivan** (*Route 76 b*). It is passable, though rather rough, for wheels.

Miles from
Qasriq

- (ii) From this neighbourhood an easy track, passable for wheels, leads E. from the Kolan valley by the valley of the Seinis Su to **Seinis** on the Khoshāb—Serai road (*Route* 78, m. 4), 3-4 m. distant. Compare corrections to *Route* 74 a.

Continue up the Kolan valley by a broad easy track.
Pass **Markawa** to l.

30½

An easy track, passable for wheels, branches NNE., through Markawa and over an easy col to the W. shore of the Aq Göl and thence by Haspitan and Tururek to **Serai**.

The route continues to ascend the Kolan valley.
The valley narrows. The road turns off to N. and crosses a broad col among rounded hills, the watershed of the Khoshāb and Qotur rivers.

From the col there is a gentle descent. The track passes a fresh-water lake and trends E.

38

Silk Khāneh. ('Salekhane' on W.O. Map). See *Route* 78, m. 13¾.

ADDITIONAL ROUTE 72 c

QASRIQ—SHATTAKH (38½ m.)

This track along the Bohtan valley connects *Route* 72 with *Routes* 80, 81 a, and 81 b. It is a rather difficult pack-road. Horsemen can use it, but in places it would be necessary to ride in single file.

Miles from
Qasriq

0

Qasriq. The track starts NW., keeping along the course of a shallow brook to the

½

Bohtan Su, here a small shallow stream flowing in a shingle bed 100 yds. wide. Four of the headwaters of the Bohtan meet here.

The track runs SW. and follows the southern bank of the Bohtan.

1½

The valley closes in and becomes a narrow defile. On each side broken, rounded grassy hills with outcrops of rock. The track is here level and good. The branch of the Kochannes—Van road which leads by the Chili-chap pass to Demgosini crosses the route. Compare corrections to *Route* 72, m. 49.

Miles from
Qasriq

- 2 Cross the Bohtan to its N. bank by an easy ford. The defile is here about 80 yds. wide.
Small valleys join from N. and S.
- 3 $\frac{3}{4}$ Valley with stream joins from Kelispi. (This may be the valley mentioned in *Route 72*, text and corrections, m. 46-m. 49.)
The defile narrows and deepens and becomes more rugged and rocky. The road becomes rougher.
The gorge narrows to 15 yds. Cypress-trees on slopes; willows along river-bed; the stream is here a torrent. The road is now impassable for wheels.
- 7 **Hokotzvank** monastery, a small building of stone and mud. Some scanty patches of cultivation along the bottom of the gorge.
The Nurdz Su, a larger stream than the Bohtan, joins from S.
- 8 Ford the Bohtan Su to S. bank; 3 ft. deep, 15 yds. wide, stony bottom.
The valley opens out somewhat. The river winds considerably. Stunted oaks and junipers on slopes; craggy summits about 2,000 ft. above the river-level. Small cultivated flats at the river-bends.
- 13 The road ascends a slope to about 300 ft. above the river. Pass foot-bridge over river below. Patches of cultivation.
- 14 $\frac{3}{4}$ **Sinis**, Kurdish village of 30 huts, 300 ft. above the river. Terraced cultivation on slopes and on river-banks. Walnut-trees begin here.
Track improves a little. Some clearing has been done on it, but it is still bad and only wide enough for one horse at a time.
Descend to river-level.
Farms and cultivation on both banks. There is a very deep ford over the river in this neighbourhood.
Valley joins from S.
- 19 $\frac{1}{2}$ **Kaukan**, 30 huts of Hartoshi Kurds, on river-level.
The valley changes its aspect slightly. It becomes more open, the hills are rounded, and there is more cultivation on the slopes. On the hill-tops to N. are hay-crops and cultivation; S. of the river-valley is an open plateau. The river-bed is well timbered with poplar, walnut, and fruit-trees.
Cross to N. bank of river by a wooden bridge on one

Miles from
Qasriq

- wooden pier, wide enough for one horse at a time ; no rails.
- The gorge ends. The Bohtan now flows in a deep valley with cultivation here and there at the river-bends.
- 22 **Cheratsu**, 10 Kurdish houses. Small streams join from N. and S. The Bohtan is about 25 yds. wide. Cultivation on flats 80-120 yds. wide at river-bends. The river winds continuously.
- 23 **Kassir**, Kurdish village of 40 huts. Pass wooden foot-bridges over to l. Cross mass of debris 250 yds. wide brought down by a stream from N.
- 24½ **Kökh**, 15 Kurdish huts round cultivation at bend.
- 27 Pass Towris, a straggling Kurdish village, on S. side of river under the high crag of Berikeri. The track passes round the face of a precipitous rock by a ledge, from which a pathway is built out with wood and stone like a verandah. The length of the stretch is about 100 yds.
- Large open flat at a bend, 200 yds. broad and 500 yds. long. The valley opens out. The river is about 30 yds. wide.
- 29 Cross the Bohtan to its S. bank by the **Berkhu** bridge, a wooden cantilever structure with one 45 ft. span. Straggling houses and terraced gardens, part of Berkhu village. The road ascends a steep incline over a bend of the river, and passes through gardens and nut-trees. Main village of **Berkhu** (80 huts) on the top of the spur. Norrivan village lies on the opposite (N.) bank of the river in a deep gorge from the N. Descend steeply into a ravine coming from SE. Cross stream and ascend opposite slope ; stiff ascent.
- 31 **Akhris**, Kurdish village, 10 huts, at the top of the ascent. The village lies on a narrow spur 300 ft. above the river. Descend to river-level by a steep, bad track. Pass Harikom, an Armenian village, high up on l. Asis, a Kurdish village, lies high up on the opposite (N.) side of the valley. Beyond Akhris the valley narrows. The slopes are very steep to a height of 400-500 ft. above the river ; then come easier slopes with cultivation ; above these again are high crags. The hills are bare ; there are trees only in the bottom of the valley.

Miles from
Qasriq

The road rounds a rocky spur, then ascends and winds round a bend of the river where there is a high precipitous cliff above the stream. Then it descends and ascends once more to cross a spur where the river makes a loop to N.

Valleys join from N. and S.

34½ **Cherminis**, 6 Kurdish huts and a mill, where a small valley joins from S.

Through a narrow rocky gorge.

35½ **Poipon**, Armenian village of 20 huts, on slope to l.

The valley opens out. Cultivation on river-banks.

37 **Barkshiram**, Armenian village of 20 huts, on a flat 100 yds. wide and 500 yds. long. Poplar grove. There are here a good ford and a wooden bridge over the Bohtan.

Continue along S. bank of the Bohtan, passing Sarnus, a Kurdish village, high up on the opposite (N.) slope of the valley.

38½ **Shattakh**. For description see *Route* 80, text and corrections, m. 103.

ROUTE 73 (pp. 151–3)

SEKUNIS—BĀSH QAL'AH

m. 6¾. **Shahmannus**. There are mule-tracks from Shahmannus to

(i) Kochannes.

(ii) Khoshāb *via* Kharabeh Sheikh.

(iii) Pagha Aghni *via* Belisava, and from Pagha Aghni to Qasriq or Demgosini.

See further corrections to *Route* 72, alternative route ii (b), and additional *Route* 72 b, under m. 3.

ROUTE 74 a (pp. 153–7)

BĀSH QAL'AH—VAN

Authorities. Add : Russian information of 1906.

Introduction. Lines 3–4. Delete 'It is more or less practicable for wheels throughout' and substitute :

'According to a Russian report of 1906 the road was then practicable

for *arabas* to m. 6 from Bāsh Qal'ah, and thence to the Chukh Gedik (about m. 14½ from Bāsh Qal'ah) was fit for pack-animals only. From the Chukh Gedik to Van the road was fit for *arabas*, but was worn and needed repairs except on the section Zernak—Norkeugh (m. 37½—m. 45 in text), where it was good.'

m. 25. *2nd paragraph, lines 9–10.* After 'a road from Serai to Qasriq' add: 'for which see additional Route 72 b.'

m. 37½. **Zernak.** For a route from Zernak to Seinis, the Qara Hisār Dāgh, and Kanda Kilissa (Deir), connecting with Routes 78, 77, and 75, see additional Route 74 a (ii).

p. 157. *Add:*

ADDITIONAL ROUTE 74 a (ii)

ZERNAK—KANDA KILISSA (DEIR) (41 m.)

Via SEINIS AND THE QARA HISĀR DĀGH

Authority:—Russian information of 1906.

This route is fit for pack-animals only, apparently until it reaches the Kolan valley. Thence to Seinis and for 5 m. farther on to Hashan it is passable for *arabas*. From Hashan across the Qara Hisār Dāgh to 'Sorader' (Surai Dar) it is a pack-road. From 'Sorader' there is an *araba* road to Kanda Kilissa.

Miles from
Zernak

0

Zernak. The route is reported fit for pack-animals only to within 5¼ m. of Seinis; near Zernak it is only a narrow pathway cut in the rock.

(The track appears to lead E. from Zernak across the hills lying N. of the Khoshāb Su valley. Carts can go from Zernak to Bāsh Qal'ah by following the Van—Bāsh Qal'ah road along the Khoshāb Su valley to near the junction of the Khoshāb Su with the Kolan and then turning into the Kolan valley (see Route 74 a and additional Route 72 b); or by keeping to the Van—Bāsh Qal'ah road as far as Khoshāb and thence taking the Serai road to Seinis: see Routes 74 a and 78.)

6½

Here the road becomes fit for *arabas*. (This point is probably in the Kolan valley, on which see additional Route 72 b; the distance may be underestimated.)

Miles from
Zernak

- | | |
|------------------|--|
| 12 | Seinis. Here the Khoshāb—Serai road (<i>Route 78</i>) is crossed. (By the W.O. Map, E.T.A., sheet 20, 1916, the crow-fly distance from Zernak to Seinis is about 14 m.) |
| 17 $\frac{1}{4}$ | Hashan village (not identified). Here the road becomes fit for pack-animals only. |
| 23 $\frac{1}{4}$ | Cross shoulder of the Qara Hisār Dāgh . (By the W.O. Map the crow-fly distance from Seinis to the Qara Hisār Dāgh is about 16 $\frac{1}{2}$ m.) |
| ? | ' Zerkef ' village. Possibly 'Zerkeok', mentioned in corrections to <i>Route 77</i> . |
| 29 $\frac{1}{4}$ | Sorader (Surai Dār, marked on W.O. Map about 10 m. from the Qara Hisār Dāgh). From here the road is fit for <i>arabas</i> . |
| 35 $\frac{3}{4}$ | Qara Chai ('Karachian' on W.O. Map, marked 3–4 m. from Surai Dār). |
| 41 | Kanda Kilissa (Deir). <i>Route 75</i> , m. 17. |

ROUTE 75 (pp. 159–61)

BĀSH QAL'AH—DILMAN.

Via NERZINGI AND KHĀN-I-SŪR

- m. 17. **Kanda Kilissa (Deir).**
1st paragraph. Add: See above, additional *Route 74 a* (ii), on a cross-country route from Kanda Kilissa to Seinis (*Route 78*) and Zernak (*Route 74 a*).
2nd paragraph. After 'continues over open undulating country' add: 'heading NE.'
 Add.also: 'For a route to Setmanis and Serai, which branches from this road between Kanda Kilissa and Khān-i-Sūr, see corrections to *Route 77*.'
- m. 22. **Nerzingi.** Delete '(? Qara Chiyān).'
- m. 28. Add:

'A track to the Qotur district branches here. It is said to join another "which continues up the river-valley from Deir". The country to NE. is undulating and not very difficult: it is said that the track to Qotur could easily be made passable for wheels.'

ROUTE 76 a (pp. 161-5)

DILMAN—VAN

Via KHOI, QOTUR, RĀZI, AND ARCHAG

Total Distance. Probably 130-5 m. See corrections below.

m. 0-m. 26. **Dilman—Khoi.**

A traveller who rode from Khoi to Urmia *via* Dilman in 1912 found that the Russians had put the road in good condition. The bridges were mostly of stone and in good repair. It is difficult to locate the course of this traveller's route between Khoi and Dilman, as on his route-map he has placed Khoi too far W. (at 45° E.), and Dilman apparently too far E. (at 44° 56' E.). Details of the road marked on his route-map are as follows (in the direction Dilman—Khoi):

Miles from
Dilman

0	Dilman.
5½	'Mukhankhakh' (?) village on stream.
6	Pass mound with building on it to l.
7½	Pass village 2 m. to l. and another ¾ m. to r.
9	Cross stream; village 2 m. to l.
12	Summit of rising ground.
12¾	Pass village ½ m. to l.
13	Pass spring to r.
14	Pass village ¾ m. to l. on the slope of rising ground.
16½	Pass village 2 m. to l. on the slope of rising ground.
17½	Cross stream by bridge; village 1½ m. to l. and 'Gorukh' (Qurukh?) about 3-3½ m. to l.
19¾	Bovin village on road. Here a road (to Tabriz?) diverges to SE.
20¼	Imām Khāneh village on road.
22¾	Cross stream (Qotur Chai?) by bridge.
24¼	Cross stream. Khoi Mahalleh.
25½	Khoi.

m. 26-m. 58½. **Khoi—Qotur.**

Delete text and substitute:

Miles from
Dilman.

26	Khoi. The road crosses the Salmas plain in a SW. direction. It is muddy here in winter and spring. The plain is dotted with many villages among walled gardens.
----	--

Miles from
Dilman

- On leaving Khoi follow a broad road through an avenue of poplars, and pass enclosures surrounded by rough walls.
- 32 In this neighbourhood the road approaches the l. bank of the Qotur Chai and turns W., running not far from the stream and skirting low hills to N.
- 34½ Pass **Wur**, a village with gardens and trees, $\frac{1}{2}$ m. to l. (r. ?) Above Wur the Qotur Chai runs in a valley about $\frac{1}{2}$ m. wide with low hills on each side.
- 36½ The Qotur valley narrows, closing to a width of 100 yds. Low hills 300 ft. high on either side. The road in 1886 was a narrow winding path in soft shale, capable of being easily widened for guns.
- 39½ Valley widens to about 400 yds. It is bordered by open grassy undulations.
- 41 Pass **Qayaliq**, a hamlet of Khurasanli Kurds, on the hill-side to N.
- 46 Hills on either side become higher. From here to Gujrut the valley is narrow (40-50 yds. in several places) with steep slopes on each side. The stream in 1886 had eaten into the track (the soil being a soft shale), so that only a narrow ledge remained, and the road needed improving for guns.
- 54 **Gujrut** village. Above Gujrut the valley is $\frac{1}{4}$ m. wide with steep rocky slopes on either side.
- 56 Pass **Deru** village up a ravine to l. The valley widens to $\frac{1}{2}$ m. ; the track is good and broad (1886). The hills on either side rise to irregular coned peaks and are broken up by many valleys.
- 58½ East of **Makhin** there are thick reed-beds in the river. Pass **Makhin** village on the r. bank of the Qotur. A few low shrubs in the valley ; grass and shrubs on the hill-sides.
- 60½ **Gav Ashi** (or Habashi) **Ashāgi** village.
- 60½ Pass Gav Ashi (or Habashi) Yuqāri village $\frac{1}{2}$ m. to r. up a side-valley.
- 61½ The Qotur valley closes to a gorge, narrowing to 150 yds. The track here needed widening for guns in 1886. Beyond the gorge the valley widens to $1\frac{1}{2}$ m. Ford to r. bank of Qotur Chai a short way below Qotur village. The valley is 2 m. wide.
- 65 **Qotur**.

m. 58½—m. 64. **Qotur—Rāzi.**

According to the Turco-Persian frontier-map, 1914 (sheet xxii a), the distance from Qotur to the Ottoman frontier-post near Rāzi is only about 4 m. (i. e. Rāzi is about 69 m. from Dilman by the mileage continued from the corrections made above).

m. 58½. *2nd paragraph.* Delete 'Continuing . . . is passed' and substitute: 'The road continues to ascend the valley of the Qotur Chai.'

m. 64—m. 79. **Rāzi—Serai.**

Delete text and substitute:

'There are several tracks from Rāzi to Serai :

(i) The road described in *Mil. Rep. on E.T.A.*, vol. ii, Route 90, starts from a point near Rāzi where the valley of the "Tup Chai" (i. e., apparently, the main stream of the Qotur above Rāzi) "joins from W.", and ascends the valley of a "branch" of the Qotur by a passable track with a hard gravelly surface. It ascends by a short, steep ascent to a col about 5 m. from Rāzi. The Qaz Göl is said to lie about 1½ m. to W. From the col the track descends (by a valley which gradually widens from 100 yds. to 500 yds. between grassy undulations) to the open, rolling plain of the Chul Chemen. The route skirts the E. side of this basin, passing ¼ m. to l. of Sharāb Khāneh (9 m. from Rāzi). It then goes over a col (10½ m. from Rāzi) in the hills bordering the Chul Chemen on the N. Thence it descends by an easy narrow ravine to the Serai plain, which extends for 2 m. on either hand. It reaches Serai at about m. 15 from Rāzi. (This route seems to start by ascending the valley which joins the main Qotur valley from the N. at about ½ m. W. of the Rāzi frontier-post.)

(ii) In 1912 a German traveller took a road which follows the Qotur valley for about 3-3½ m. beyond Rāzi and then turns up a side-valley to NW., and passes not far from the E. side of the Qaz Göl. It leaves Sharāb Khāneh about 2 m. to r., and apparently joins route (i) near the col on the N. side of the Chul Chemen. The distance by this way appears to be about 16 m. (This route may leave the Qotur valley either by the track which at somewhat over 3 m. from Rāzi turns up a side-valley to Aman Yurt, or by that which follows a ravine that joins the Qotur valley about 3½ m. from Rāzi.)

(iii) The road along the Qotur valley may be followed to about 9 m. beyond Rāzi. At m. 8 it passes the junction of the stream (Tup Chai?) from Setmanis. At about m. 9 the SE. corner of the Chul

Chemen basin is reached ; a track leads N. across the Chul Chemen *via* Enghiz to Serai. (Distance about 20 m.)'

m. 79. **Serai.** By corrected mileage Serai would seem to be 83-84 m. from Dilman.

m. 79-m. 103. **Serai—Archag.**

Delete itinerary and substitute :

Miles from
Dilman

84

Serai. The route starts W. across the Serai plain by a broad easy track skirting low hills to S. The Serai stream (or Mehmedik Chai, flowing to Lake Archag) makes a bend to N.

91½

At the W. end of the Serai plain the Mehmedik Chai approaches the road on the r. The end of a line of rounded hills from the north-western corner of the Chul Chemen is passed on the l. On them lies **Astuji** (about 30 houses), ½ m. distant.

The track now runs W. across an open basin. Ford to r. bank of the Mehmedik Chai, which here makes a loop into the plain to S. The stream has been found to be 20 ft. wide, 1 ft. deep, in October.

94

The route crosses a low col, and the Mehmedik Chai approaches the road from the SE., issuing from a rocky gorge. Cross mouth of rough valley, with a small stream, from NE., and, following the r. bank of the Mehmedik Chai, pass through a short gorge, at the W. end of which is

94¾

Garigari (40 houses) lying on the opposite (S.) bank of the Mehmedik Chai under a rocky outlier with curious pinnacles.

Between Garigari and Mullā Hasan the valley of the Mehmedik Chai is bounded on the N. by steep hills, terminating apparently in easy spurs. On the S. are long easy spurs rising to a broad open upland over which tracks fit for guns lead from this route in a SE. direction into the Chul Chemen plain.

Continue along r. bank of the Mehmedik Chai.

96½

Pass Dirklar 1 m. to l. on small stream.

98

Pass rough valley from NE. (A track, probably passable, though not easy, for guns, leads up this valley and crosses by the col of Boghaz Kessem into the Mermid Su basin at Shemseddin.)

99½

Pass **Mullā Hasan** (30 houses) ½ m. to l. on small stream.

Miles from
Dilman

- The valley of the Mehmedik Chai is here about 600 yds. wide.
- 99 $\frac{3}{4}$ A broad valley here joins from S. ; 3 m. up it is Mulla Hasan Yuqāri, a small village.
- Below this point to about m. 104 $\frac{3}{4}$ the Mehmedik Chai valley is a defile (**Mehmedik Boghaz**) bounded on each side by steep rounded spurs. It is noted for the severity of the blizzards which blow down it in winter. When it is free from snow, the track is well defined and passable for guns.
- 101 Pass **Keshish Kōi**, 10 houses up a ravine to l., 1 m. distant. Some small ravines from the Akhta Dāgh to N. are passed. Debekli, a small village, lies on the slope to r.
- 103 Ford to l. bank of the Mehmedik Chai (40 yds. wide), which flows in a gravelly bed. In October the river has been found 18 in. deep. In spring there is a great rush of water here, and the passage is difficult.
- 103 $\frac{1}{4}$ Pass **Mehmedik**, a small village up a ravine, 1 m. to l.
- 104 $\frac{3}{4}$ Valley opens out. West end of the Mehmedik Boghaz.
- 106 $\frac{1}{2}$ Pass **Aranik** 1 $\frac{1}{2}$ m. to l. on some spurs. On the N. side of the valley is Mendil, 1 $\frac{3}{4}$ m. distant, in a ravine with some trees. High up on the slope to N. is Mezrukh, a Kurdish village, with a large house.
- Well-defined gravelly track down the valley, which broadens out.
- 108 Pass Kechannes (30 houses) 1 m. to r. on opposite side of the valley. It is situated on a rounded spur from the Akhta Dāgh.
- 108 $\frac{1}{2}$ Cross the **Seivān Su**, a shingly stream-bed 80 yds. wide, dry in October. An easy track leads up its valley to Seivān.
- 109 $\frac{1}{2}$ Pass **Kurtwan**, 1 $\frac{1}{2}$ m. on l., on a broad spur from the Erkat Dāgh.
- 110 Cross a small stream-bed, dry in October, from the Erkat Dāgh.
- 111 A shorter track to Van branches SW. It avoids Archag and apparently rejoins the route not far S. of that place.
- 111 $\frac{3}{4}$ Cross gravelly stream-bed from the Erkat Dāgh.
- 112 $\frac{1}{2}$ **Archag**,

m. 103-m. 120. **Archag—Van.***Delete itinerary and substitute :*Miles from
Dilman

- 112½ **Archag.** The road starts SW. and skirts a bay of Lake Archag for a short distance. It then crosses a broad col overlooking Archag and continues over some rounded spurs.
- 114½ Pass **Aghtash** 1 m. to l. among some trees.
Cross stream from the rugged slopes of the Erkat Dāgh to E. The road trends towards the lake.
- 116 Cross another stream from the Erkat Dāgh. **Malawa** village is 1¼ m. to l. in a ravine.
Skirt the shore of Lake Archag ; sand and mud.
- 118 Pass **Khānū** 1¼ m. to l., a small Nestorian village. (A fairly easy track leads over the col E. of Khānū to Ermanis on the Van—Seivān—Qotur road (*Route 76 b*).)
- 119 Pass **Adiāman**, a Kurdish village, 1¼ m. to l.
(A cart-track leads over the hills to Varukh on the Van—Seivān road (*Route 76 b*).)
Over a broad easy col. Pass a circular inlet of Lake Archag, ½ m. to r., connected with the main lake by a narrow channel.
The route then leaves the lake and ascends a broad valley gradually sloping up towards WSW.
- 122 Skirt reedy marsh to r., the water of which is retained by an embankment.
Gedalava and Naubat are villages of Kurds and Nestorians on the far (N.) side of the valley.
Boghazik is a small village on a spur high up to l., 1½ m. distant.
- 124 Pass **Ansav**, a Kurdish village in a basin, 1 m. to l., and **Mekinair**, 30 Armenian houses, 1¼ m. to r.
Pass a mound on r. with ruins of an ancient fort.
Two good springs from a rocky spur on l.
- 125 Reach head of the valley. Here a road joins on r. from Kordzot, by the W. side of Lake Archag.
In front are two openings in the line of hills that separate the Archag basin from the Van plain, one on either side of a flat-topped rocky ridge. The western opening is that followed by the route.
The track through the eastern opening is steeper than the route described below, and is not passable for guns. From the other

Miles from
Dilman

side of the hills it runs S. through the Van plain by the Sikheh Lake and the E. side of the Toprak Qal'ah to the E. end of Van gardens.

Through short easy gorge (**Khosh Gedik**) and down a rocky ravine by an easy gradient. The road is made here.

Beyond the ravine skirt some rugged slopes scored with ravines on r. Round the N. end of the Zemzem Dāgh and over a slight undulation.

128½

Shahbagh, 50 Armenian houses among vineyards and orchards.

From Shahbagh a track leads S., skirting the W. side of the Zemzem Dāgh, a stony slope terminating in cliffs. It then passes through Aq Köprü, a small suburb of Van, crosses the bed of the Quru Chai (usually dry), and follows a small muddy street to the Kachpawan cross-roads in Van gardens, 1½ m. from Shahbagh.

A road to the walled town of Van goes SW. from Shahbagh across the plain.

131½

Van (walled town).'

ROUTE 76 b (pp. 165-6)

RĀZI—VAN (58½ m.)

Via SEIVĀN

Delete text and substitute :

'*Authorities :—Mil. Rep. on E.T.A.*, vol. ii, Route 90 A (Journey of 1900). Route-map from Tururek to Van, 1909.

This route is some miles (6 or 7 ?) shorter than that which goes by Serai and Archag (see corrections to *Route 76 a*); but it is not so good as the longer road, and needs improving for guns on the hills SW. of the Ermanis plain.

Miles from
Rāzi

0

Rāzi. The route leads from Rāzi into the Chul Chemen basin. (On tracks between Rāzi and the Chul Chemen see corrections to *Route 76 a*, m. 64-m. 79.)

The Chul Chemen basin is crossed. The road rises over a broad col and enters undulating country. It takes a general W. direction, skirting the foot of rough hills to l., and passes some villages of Shemsikki Kurds.

Miles from
Rānī

Near Tururek (apparently 9-10 m. W. of the Chul Chemen) an easy track passable for guns joins from the Kolan valley to S. It is continued from Tururek to Serai. See additional *Route 76 b*, under m. 30½.

It appears that easy tracks fit for guns lead N. into the Mehmedik valley between Garigari and Mullā Hasan. See corrections to *Route 76 a*, m. 79-m. 103.

30? Eastern edge of the Seivān basin, which drains N. into the Mehmedik Chai.

Descend and cross plain.

32¼ Pass **Zerānis** to l. in a ravine from S.

Continue W. over plain.

35 Cross ravine from S., on the l. bank of which is **Seivān**, 60 houses of Kurds and Armenians. About 4 m. up this ravine are deposits of lignitic coal.

(i) *Seivān—Archag.* An easy track leads N. down the valley of the Seivān Su, joining *Route 76 a* about 4 m. E. of Archag.

(ii) *Seivān—Kolan valley—Khoshāb.* A track (passable, though rough, for wheels) runs SE. by Zerānis and Kanispi and over a broad col into the Kolan valley at Korkheum, whence there are tracks passable for wheels to Khoshāb. See additional *Route 76 b*, under m. 27.

Continue slightly N. of W. *

Cross broad spur from S.

37½ Cross stream from a deep ravine to S. The hills to S. are rugged, with no tracks practicable for carts.

Proceed by undulating but easy track; enter and follow the valley of a stream flowing from the Ermanis Göl to the Seivān Su. To N. are the steep rugged slopes of the Erkat Dagh.

39 Small oval plain of **Ermanis** opens out. Near its SE. corner, S. of the road, is Ermanis village, and N. of the road is a small lake with dam, the Ermanis Göl.

From the Ermanis plain a fairly easy track leads to the Archag—Van road, which it joins near Khānū, 5½ m. from Archag.

Cross plain in a WSW. direction, and ascend steeply for a short distance. The track would here need improvement for wheels.

42? Reach summit of ridge.

Descend going SW. by a valley which for the first ¾ m. is practicable for guns. Then it narrows to a ravine, and

Miles from
Rāzi

- the track, which follows its steep rocky side, would need improving for guns for $1\frac{1}{4}$ m.
- 44 Enter the **Quru Chai** valley, which leads to the Van plain.
Here a steep horse-track joins on l., coming down the valley from the Keshish Göl *via* Vezgipak.
- 44 $\frac{3}{4}$ Descend the Quru Chai valley by a good track fit for guns. Pass mouth of open valley from N. About $\frac{1}{2}$ m. up it is **Varukh**.
An easy track leads up this valley to the Archag—Van road, which it joins near Adiaman about $6\frac{1}{2}$ m. from Archag.
- 45 $\frac{3}{4}$ The route continues to descend the Quru Chai valley, following the r. bank of the stream-bed.
Pass '**Abdullah Pasha** Bund, a stone dam built to hold up water for the irrigation of the Van plain.
The valley now opens out. (Rough cart-tracks lead N. to the valley SW. of Lake Archag, along which runs the Archag—Van road.)
- 46 $\frac{1}{2}$ Ford to l. bank of the Quru Chai.
Cross the **Zernābād** stream from Kopanz to S.; it drains a rocky valley between two ridges of the Varak Dāgh. Beyond the Zernābād stream the valley contracts again for a short distance; high spurs from the Varak Dāgh on S., steep outliers on N. Broad, easy track along valley.
- 48 $\frac{1}{4}$ Pass **Choravanz** on N. bank of the Quru Chai.
The Van plain opens out.
Cross plain, which is cultivated, and pass through the small village of **Sikheh**. Broad, well-defined track along the Quru Chai.
- 55 East end of Van gardens.
- 58 $\frac{1}{2}$ **Van** (walled town).'

ROUTE 77 (pp. 166–7)

NERZINGI—SERAI

Via QARA HISĀR DĀGH

Delete text and substitute:

'The exact course of the route cannot be clearly made out and distances are very uncertain. The distance may be 40–45 m.

In the hill-country that lies between the valley of the Albak Su and the Chul Chemen the road is impassable for wheels. The most difficult part of the route is the pass over the Qara Hisār Dagh and the country S. of it.

Water is probably obtainable throughout. Fuel is scarce everywhere. There is good grazing in the Chul Chemen.

The first part of the route leads through the country of the Shekak Kurds, a lawless tribe, given to raiding on both sides of the frontier. Setmanis is in the Shemsikki country. Milan Kurds camp in summer on the Chul Chemen.

The route leaves the Bāsh Qal'ah—Dilman road (*Route* 75) at an undetermined point between Kanda Kilissa and Khān-i-Sūr, perhaps near Nerzingi. It appears to run N. for some distance and then to descend by an easy slope into the valley of the Albak Su (Great Zab), which is forded at a point upstream of a gorge. (This gorge is said to extend to above Kanda Kilissa.)

From the ford of the Albak Su the track ascends through corn-fields, heading a little N. of W., to Zerkeok, 3 m. from the Albak. ('Zerkeok' may be identical with 'Zerkef' in additional *Route* 74 a (ii).) There are villages of Shekak Kurds in this country.

From Zerkeok the route ascends a ravine by an easy slope going at first W. and then (apparently) N. The ascent leads in about 2 m. to an easy pass in a ridge about 800-900 ft. above Zerkeok.

From the ridge the track descends into a valley and passes near Panamir village. Then it ascends, going NNE. along a small stream in a valley which closes in beyond Panamir. (The heights which the track here ascends are apparently part of the Qara Hisār Dagh.)

The summit of this ascent is reached at about $7\frac{1}{2}$ m. from Zerkeok. Rocky slopes on either side of the pass.

Descend by a narrow gorge with a very steep gradient. The track is narrow and stony for the first few hundred yards. The descent continues steeply into the Setmanis valley. The Setmanis stream is crossed near Setmanis village, which is reached at about $6\frac{1}{2}$ m. from the beginning of the descent. Near Setmanis is an old castle, a stronghold of a Shemsikki Agha.

From Setmanis there is a long, easy ascent, followed by a descent which apparently goes down a narrow but fairly good track in a valley leading to the Qotur Chai. Tup village lies to W.

At about 3 m. from Setmanis the Qotur Chai is crossed, and the route strikes across the Chul Chemen. Tracks branch E. to Rāzi and W. to Silk Khāneh.

Enghiz is passed, and the col in the low hills N. of the Chul Chemen is crossed. Serai is reached about 10 m. from the Qotur.'

ROUTE 78 (pp. 167-8)

KHOSHĀB—SERAI

Introduction. *Add:* 'The total distance given in the route-report (29 m.) is about 5 m. shorter than the distance as represented on W.O. Map, E.T.A., sheet 20, 1916. The discrepancy lies chiefly in the stretch between Silk Khāneh (Salekhane) and the Chul Chemen (see below).'

m. 4. **Seinis.** *Add:* 'For route from the Qara Hisār Dāgh to Zernak, crossing this route at Seinis, see additional Route 74 a (ii).'

m. 13 $\frac{3}{4}$. **Silk Khāneh.** *Add:* 'For route from Qasriq see additional Route 76 b.'

m. 13 $\frac{3}{4}$ -m. 19 $\frac{3}{4}$. **Silk Khāneh—Spur above the Chul Chemen.** The distance between these points is represented on W.O. Map as about 10 m. The authority gives his time for this stretch as 1 hr. 32 min. He seems to have been travelling very fast, as his time from Khoshāb to Silk Khāneh (13 $\frac{3}{4}$ m. by his estimate) is given as 2 hrs. 41 min.

ROUTE 79 (pp. 170-3)

AMADIYEH—VAN

Via THE KHABŪR SU AND MARWĀNEN

Total Distance. The distances on this route, especially those between Heyis and Shiv Shālī, are very uncertain, and the total distance given in the text may be 10-20 m. too short. For details see below.

Introduction. *Delete* 'It traverses . . . at m. 130' *and substitute:*

'The route from Amadiyeh to the neighbourhood of Shiv Shālī is a mule-track which in places is very difficult and passable only for lightly laden animals. From the neighbourhood of Shiv Shālī, where the track joins the Jeziret-ibn-'Omar—Marwānen route, the country is more open and easy, and the road from Shiv Shālī to Marwānen is perhaps passable for carts. It seems that carts can use the road from Marwānen to the point where the route joins the

Kochannes—Van road, which from that neighbourhood to Van is practicable for wheels. (See *Route 72* and corrections.)'

After 'Supplies and fuel . . . of the route' add: 'There appears to be good grazing on the *yâilâs* beyond Shiv Shahl.'

m. 0-m. $8\frac{1}{4}$. **Amadiyeh—Heyis.**

For 'Route 68 b is followed to **Heyis**' read:

'From Amadiyeh the route ascends to the saddle in the Ser Amadiyeh range N. of the town. See above, *Route 68 a* (corrections), m. 0-m. 4.

From the *yâilâ* on the Ser Amadiyeh the track to Heyis diverges to l. from that which runs to Terwanish and Lizan. See *Route 68 b* (corrections), track under m. 20.

Heyis is reached at m. 9 or m. 10 from Amadiyeh.'

m. $8\frac{1}{4}$ -m. $75\frac{1}{4}$. **Heyis—Beit-esh-Shebâb.**

The distances given in the text for this part of the route are taken from *Mil. Rep. on E.T.A.*, vol. iii, *Route 133*. But the authority for the account in the *Mil. Rep.* has also given on a sketch-map the following list of distances:

Miles from
Amadiyeh

10	Heyis.
14	Derishki.
21	Binervi.
27	Deshish ('Deir Shish' in text).
34	Challek.
42	Rusay ('Rusi' in text).
$46\frac{1}{2}$	Nuzûr.
$50\frac{1}{2}$	Sûli.
$58\frac{1}{2}$	Mergeh ('Margi' in text; on the distance between Sûli and Margi see below).
$63\frac{1}{2}$	Tannin Dagh (<i>yâilâ</i>); see under m. $56\frac{1}{4}$ in text.
$67\frac{1}{2}$	Tannin Dagh (gap).
$75\frac{1}{2}$	Testion.
$80\frac{1}{2}$	Gelejeh ('Jelejeh' in text).
$85\frac{1}{2}$	Beit esh-Shebâb.

m. $51\frac{3}{4}$ -m. $56\frac{1}{4}$. **Sûli—Margi—Tannin Dagh (*yâilâ*).**

This distance ($4\frac{1}{2}$ m.) appears to be certainly too short, though that given above (13 m.) may be an exaggeration. An authority of 1913 rode from Belo (or Bejo), on the Margi—Shernakh route, to Sûli *via* Margi in 6 hrs. He seems to have been travelling in this country at about $1\frac{3}{4}$ - $2\frac{1}{4}$ m. an hour. Margi is apparently about

5½ m. from Belo by his sketch-map. Thus Sūli may be 5–8 m. from Margī.

m. 51¾.

2nd paragraph. **Margī—Shernakh.**

line 1. For 'From some point . . . Margī itself)' read: 'From Margī'.

lines 2, 3. After '6½ m. . . W.O. map 26' add: 'or 5½ m. according to authority's sketch-map'.

m. 75¼. For 'Malak Kürreh' read: 'Nalak Kürreh'.

m. 75¼–m. 88. **Beit esh-Shebāb—Shiv Shalīl.**

According to W.O. Map, E.T.A., sheet 26, this distance (12¾ m.) appears to be about 4 m. too short.

m. 131¼–m. 135. For 'the track approaches the **Bohtan Su**' read: 'the track approaches the **Nurdush Su** (one of the headwaters of the Bohtan; see additional *Route 72 c*, m. 7)'.

ROUTE 80 (pp. 174–85)

JEZĪRET-IBN-'OMAR—SHATTAKH

Via SHERNAKH AND KHŪMARA

Authorities. Add: Route-map of 1907 (Jezīret-ibn-'Omar—Shernakh). Route-report and route-map of 1906 (Khūmara—Shattakh).

m. 0–m. 31½. **Jezīret-ibn-'Omar—Shernakh.**

According to the *Mil. Rep. on E.T.A.* the most usual route from Jezīret-ibn-'Omar to Shernakh is that by the Rohsur valley and Derguleh. On a route-map of 1907 this track is shown as ascending the r. bank of the Rohsur Su to about 9 m. above the junction of that stream with the Tigris. The Rohsur is then forded, and its l. bank is ascended to Derguleh. From Derguleh the track as marked on the route-map bears E. and passes by Chowisheh and 'Omar's camp, apparently joining the route described in the text near Chemishun. (According to the *Mil. Rep. on E.T.A.* there is a long easy ascent from Derguleh to Shernakh.)

m. 11½–m. 31½. **Shākh—Shernakh.**

A route-map of 1907 shows a track leading from Shākh to Shernakh across the Chichirukh Dāgh. It ascends the valley of a tributary of the Nurdush Su, going NNE.

from Shākh. After crossing the summit of the Chichirukh range it zigzags down for some 2 m. and then heads slightly N. of E. for Shernakh, passing by Jevana.

m. 22. **Chemishun.**

[4th paragraph. The route from Derguleh here mentioned, which avoids Shernakh and after crossing the Shernakh Dāgh runs along the slope of the Harakol Dāgh, leads to the Ghellizshinan pass (see m. 89).]

m. 94. **Khūmara.**

In 1906 Khūmara was found to consist of 10 ruined huts and an old church.

m. 95½. **Qal'ah-i-Zirīl.**

Delete '(to l. ?)'.
Delete '(see m. 103)'.

m. 96. *2nd paragraph.* **Masonry bridge.** The authority of 1906 seems to have found here only the remains of a wooden bridge.

m. 97. *3rd paragraph.* **Lishān.** The name of this place may be Lischanz. According to the authority of 1906 it is passed 2 m. beyond Gechid.

m. 100. *1st paragraph.* After 'Round a rocky crag' add: 'The river here is a roaring torrent and is unfordable.'

2nd paragraph. **Gakurkhān Köprü.** This bridge is apparently that called Hellecatoon (i. e. El-Khatūn) by the authority of 1906, and described as having a span of 60 ft. and a width of 15 ft.

3rd and 4th paragraphs. The Sakh valley is shown on the route-map of the authority of 1906 as joining the Bohtan valley just below El-Khatūn bridge.

m. 100—m. 103. **Gakurkhān Köprü—Shattakh.**

The distance between these points is uncertain. The *Mil. Rep.* gives the time taken on this stretch of the road as 1 hr. 6 min., and distance as 3 m., and as the track appears to be rough it is not likely that the going would be quicker than 3 m. an hour. But the authority of 1906 gives the distance from the bridge to Shattakh as about 5 m. (5½ m. to the E. side of Shattakh).

His description is as follows:

Miles from
El-Khatūn
bridge

0

El-Khatūn bridge. [After crossing the bridge ascend the r. bank of the Bohtan.]

Pass a large ravine with stream from W. Cross stream by

Miles from
El-Khatūn
bridge

- a small wooden foot-bridge. Track leads up this valley to Shattakh (see corrections to *Route 87 a*, m. 52). Road cut out of rock.
- 2 Ravine joins the Bohtan valley from E.
Terraspar, 30 huts, half Armenian, half Kurdish, high up on l.
Small valley joins from l.
Round rocky spur. Track cut out of rock and built up with uncemented stones.
- 2 $\frac{3}{4}$ **Mardsia** ('Marsekh' in text), Kurdish village, high up on l.
Verrishan ('Verishin' in text), Kurdish village, high up on r.
Cross level flat 400 yds. \times 200 yds. The hill-slopes in this part of the valley are very steep for 1,000 ft. up. Above that height are villages and cultivation unseen from below.
The river, which winds considerably, has a bed about 200 yds. wide. In this neighbourhood it is fordable in most places except in spring; but the fords are deep and the current is swift.
Pass **Gilloran** ('Teloran' in text), a Kurdish village of 20 huts, on heights to r.
Round a rocky spur and then proceed for about $\frac{1}{2}$ m. nearly due N. through flat meadows 100–200 yds. wide. The width of the stream here is about 80 yds.
- 5 **Ersanis**, Armenian village on l., situated on heights above Shattakh.

m. 103. **Shattakh.** The following details are taken from the route-report of 1906:

Shattakh lies in a basin at the meeting-point of the headwaters of the Bohtan (from W.) with a stream from the Agherov Dāgh (from N.). Three ranges of hills terminate here—respectively W., NE., and SE. of the town. The lower slopes of the hills on the SE. are easy. On the other ranges the slopes are very steep from the valley-bottom up to an altitude of about 1,200 ft.; then they are easier for some way, and become steeper again towards their summit. On the easier part of these hill-sides are villages and suburbs of Shattakh. The hill-sides are bare except round the villages and in watercourses where there are trees and scrub. (According to the *Mil. Rep.*

avalanches are common in this neighbourhood, owing to the steepness of the hill-sides, and villages are sometimes destroyed by them.)

The number of houses at Shattakh is estimated at 300. The town is built close round the junction of the rivers, which are crossed by four bridges, one of stone, the others of wood. South of the Bohtan are the ruins of an old fortress.

There is a fair camping-ground for 8 regiments round the barracks SE. of the town.

The inhabitants are mostly Armenians. The chief industry is mohair-weaving.

ROUTE 81 a (pp. 185-6)

SHATTAKH—VAN

Via GURANDESHT

m. 3, *lines 6-7.* After 'The stream is crossed and recrossed' add: 'by bridges similar to that mentioned above; one is crossed at 11 min., and the other at 45 min., beyond Ashgonz'.

m. 5, *line 7.* For 'in the spring' read: 'as late as June.'

m. 23, *line 1.* **Qizil Tāsh.** After '60 houses' add: 'The easiest route from the Havatzor plain makes a détour to E., by Kaghzi and Vekchuranz. In the neighbourhood of those places it joins *Route 72* (about m. 72½). By this way it is apparently about 22-4 m. from Qizil Tāsh to Van'.

lines 1-2. Transfer the entry 'Road from Bitlis to Van ... is met' to m. 25½ (**Engil** bridge).

ROUTE 81 b (pp. 187-8)

SHATTAKH—VAN

Via PESAN DESHT AND VOSTAN

m. 11½. After 'Lower **Darunis** ... close to l.' add: 'spring with a few trees'.

m. 13. *2nd paragraph.* The order in which the three villages here mentioned are passed appears to be: Kāni Mirān, Shrdān

(these two on the SW. side of the plain), Haghaziz (on N. side of the plain.)

p. 190. *Add:*

ADDITIONAL ROUTE 83 b

KHŪMARA—MARWĀNEN

Authority :—Route-report of 1906.

This appears to be a fairly easy pack-road. In most places 2 or 3 men can ride abreast. In parts, but not throughout, it would be practicable for carts.

Miles from
Khūmara

- | | |
|---|--|
| 0 | Khūmara. The track, starting E. from Khūmara, ascends a grassy nullah with thick oak scrub. It then ascends to cross a spur from the long chain of hills which run E.-W., S. of the Yazdinān valley. |
| 2 | Top of pass across spur. Descend into the Yazdinān valley. On the N. side of this valley are high precipitous crags, on the S. are broken undulating hills with a chain of peaks.
The track zigzags down a broken ravine. Girasor , Kurdish village of 20 huts, on r. Poghran , Kurdish village of 10 huts, with cultivation, on l. |
| 5 | Cross a stream flowing to the Yazdinān Chai. The ground is very broken. It is grassy, with outcrops of rock and scattered trees. Nullahs are frequent. The track is not bad.
Cross nullah running to the Yazdinān Chai. Beridugu , ruined village, on r. up the nullah.
Ascend a steep outlier, cross a level woody ledge, and then cross two nullahs, the first a small one. |
| 7 | Hasapouron , Kurdish village, $\frac{1}{2}$ m. to l. The Yazdinān Chai is $\frac{3}{4}$ m. to l.
The road ascends to 1,000 ft. above the Yazdinān, which flows in a deep gorge.
Descend into a small open valley running N. to the Yazdinān; cross stream flowing from S. A flat delta extends down to the Yazdinān, which is here $\frac{1}{2}$ m. distant.
Cross a rugged outlier of the hills from S. |

Miles from
Khūmara

- 9½ Cross a small stream flowing to the Yazdinān. Mill.
Ghicha is a Kurdish village on l. Berakund and Huron
are Kurdish villages lying up this valley to r.
Ascend a spur with large rock outcrops.
Cross a small stream and continue ascending.
- 11½ Pass **Neri**, a Kurdish village, lying high up among a mass
of rocky outcrops, on one of which the village is built.
Round others are cultivation and houses.
Track ascends round hill-side.
Cross small stream.
- 12½ **Belisava**, Kurdish village, on l.
Another Kurdish village, Hochannes, lies to l. 'deep down
in river-bed' (in valley of the Yazdinān?).
- 13 **Martonis**, Kurdish village, on l., residence of chief of Yaz-
dinān Kurds (1906).
Cross a small stream and ascend by a steep slope to a *yāilā*.
From the summit of the *yāilā* the Yazdinān Chai lies 1½ m.
to l. in a deep gorge 2,500 ft. below. A gorge from the
N. joins the Yazdinān valley.
- 14 **Mandashkhan**, a Kurdish village, lies to l. The Kurdish
villages of Nukus and Shīmijul lie out of sight to l. in
a gorge. On the r., 2-2½ m. away, are rocky mountain-
tops.
Cross a large nullah, and then 2 streams.
Continue to ascend, crossing many spurs from the moun-
tains on r.
Top of the highest spur. Deep valley in front running
NE. to the Yazdinān.
Descend and follow this valley NE.
- 19 **Badkhan**, small Kurdish village of 10 houses.
Continue to descend valley, passing Pir Kasman, a few
Kurdish huts in the valley on r.
- 20¼ Reach the **Yazdinān Chai** at the junction of 3 streams.
(A large valley joins here from SE., containing the villages
of Uri, Mekineh, Heirts, and Alakhan, all inhabited by
Hartoshi (Aalan) Kurds.)
The track continues NE., up a small valley, following the
l. bank of a stream.
- 21 **Zarzian**, small Kurdish village of 15 houses, residence of
the chief of the Aalan Kurds.
The track ascends over grassy highlands by a continuous
easy slope to

Miles from
Khūmāra

- 24½ Top of **Zarzian** pass.
Descend by a small grassy valley, cross a small spur and then a small valley ; wind round the slope of a spur to
- 28 **Khavan**, small Kurdish village of 15 huts. The small Kurdish villages of Warju and Hazi are to l. in a fairly wide valley which runs NE. to the Nurduz Su.
The country here is a grassy upland. The mountains are said to be not unlike those of the Highlands of Scotland, with grass instead of heather.
The track continues about ENE. ascending a small valley along a steep slippery hill-side.
- 31½ Cross a small col, and descend by a steep slope into
A small valley which with many other small valleys forms a larger one running NE. to join the Nurduz Su. Ascend.
- 33½ Cross a saddle (the Gavervannes pass), and descend into a broad open valley which runs NE. to the Nurduz Su.
Pass Gelligrīn, small Kurdish village of 12 huts.
Descent continues over broken ground.
- 35 Cross small stream in the bottom of the valley. On the r., up the stream, are the Kurdish villages of Sali, Saurian, and Shalian. (According to the authority's route-map Shalian is up a side-valley from SSE.)
Hereabouts are many small rocky outcrops on which are the ruins of ancient forts built of huge blocks of stone.
Cross a saddle and descend into another valley, like the last, and running parallel with it to the Nurduz Su.
Descend this valley by its western side to
- 37 **Khorghan**, an Armenian village.
Cross stream (the Khorghan Su) and ascend E. side of the valley.
Cross a saddle into the valley of the Aulaman Chai. This valley is similar to that of the Khorghan, which it joins about 3 m. to N.
- 38 Pass **Heipon**, a small Armenian village, on the W. slope of the Aulaman valley.
Descend and cross the **Aulaman Chai**. Aulaman and Demilkos are Armenian villages up the valley to r.
Ascend the small valley of a tributary of the Aulaman.
- 39 **Chergil**, village and mill, on r. (Possibly 'Shilgil', which in *Route* 83 is placed at 1¼ m. from Marwānen.)
- 41 **Marwānen**.

ROUTE 84 (pp. 190-1)

Title. For

SHERNAKH GEDIK—SAIRT

read :

SHERNAKH—SAIRT

Heading to Mileage. For ^{Miles from} **SHERNAKH GEDIK** *read :* ^{Miles from} **SHERNAKH**m. 0. *For 'Shernakh Gedik' read : 'Shernakh'.**For ' (see Route 80, m. 34), read : ' (see Route 80, m. 31½) '.*m. 27—m. 53. **Deh—Sairt.** The distance given in the text for this section of the route appears to be somewhat exaggerated. It is perhaps four or five miles too long.m. 29½—m. 34½. **Summit of Binazer (Belizair) Dāgh—Zorāweh Chai.** The distance given in text (5 m.) seems to be exaggerated ; it is perhaps 2-3 m.m. 42½—m. 49½. **Gundisha—Kiart ferry through the Binerva valley.**

There may be some confusion in the route report here.

According to a route-map of 1907 Gundisha (Gundashaiikh) lies on the SW. side of a valley running NW. to the Bohtan (not to the Zorāweh Chai). 'Bemerve' (Binerva?) is marked high up on the range NE. of this valley and about 7 m. ENE. of Gundisha.

The track does not cross the valley but keeps along its SW. side from Terim (m. 38½) to Gundisha, and thence passes by Sadakh (about 1½ m. NW. of Gundisha) into a ravine, by which it reaches the Bohtan valley about 1 m. (apparently) above Kiart ferry.

From this route-map it would seem that the distance between Gundisha and Kiart ferry is not more than 5 m.

ROUTE 85 (pp. 192-200)

JEZĪRET-IBN-'OMAR—BITLIS

*Via SAIRT AND ZIYĀRET WĀ'IZ EL-QUR'ĀNI**Authorities. Add : Sketch-maps of 1879, 1892, 1899, 1909. Handel-Mazzetti's map in Petermann's Mitteilungen, vol. 58 (ii) (journey of 1910). Hommaire de Hell, Voyage en Turquie et en Perse, vol. iv, 1846.*m. 9. **Finuk** is ½ m. off the road to r., not 1 m. as in the text.

m. 34—m. 36. According to the sketch-map of 1892 the distance from the point where the route leaves the river to where it rejoins it is 3½ m. instead of 2 as given in the text.

- m. 37-m. 40. The 1892 map gives the distance from a point opposite Challek to the crossing of the large stream from the r. as $1\frac{1}{2}$ m. longer than that given in the text.
- m. 37. **Challek**. *Add*: 'The following outline of the track from Challek to Midiat *via* Kerboran is taken from the 1879 sketch-map:

Miles from Challek	
0	Challek.
14	Kerboran.
$21\frac{1}{2}$	Hahn.
$32\frac{1}{2}$	Ernass.
$39\frac{1}{2}$	Midiat.'

- m. 42-m. 45. **Wahzidi—Baliq**. The distance between these two places by the 1892 map is 1 m.
- m. 50. This mileage refers to the junction of the Bohtan Su with the Bitlis Su and Keser Su, not to the end of the ridge overlooking Baliq.
- m. $53\frac{1}{4}$. **Siyāh Khān**. There is a hot sulphur spring on the r. near Siyāh Khān.
- m. $60\frac{1}{2}$. *For 'Aderuis' read: 'Aderuis'.*
- m. $65\frac{1}{2}$. **Keser Su**. *Add*: 'For the route from this point to Diarbekr *via* Sinan see, in the reverse direction, *Route* 102 a, from m. 88.'
- m. 88. '**Chapiran**' *should probably read: 'Charpiran'.*
- m. 88-m. $91\frac{1}{2}$. The distance from the Charpiran bridge to the crossing of the large stream from the E. is $4\frac{1}{2}$ m. by the 1899 map as against $3\frac{1}{2}$ m. in the text.
- m. $99\frac{1}{2}$. The 1892 and 1899 maps put **Derraj** village on the r. bank of the Bitlis Su.
- m. 102-m. $105\frac{1}{2}$. **Dukhān—Keufurdur Qal'ah**. The distance between these two points, according to the 1892 map, is about 5 m.
- m. $102\frac{3}{4}$. The 1892 map marks a stone bridge at this point. The text follows the original route-report, which dates from 1888.
- m. $105\frac{1}{2}$ -m. 109: **Keufurdur Qal'ah—Qara Qān**.
The 1892 map gives the distance between these two places as $4\frac{1}{2}$ -5 m.

ROUTES 86 a, b, and c (pp. 200-5)

SAIRT—BITLIS

and

ROUTE 87 a (pp. 205-10)

SAIRT—VAN

Via THE SHIRWAN DISTRICT

Authorities. Add: Sketch-maps of 1892, 1900, 1907, 1909.

The exact relation between *Routes* 86 a, b, &c., and *Route* 87 a for the first few miles of the track is not clear. *Route* 86 a is identical with *Route* 86 b to some distance beyond Fiskin (see *Route* 86 a, m. $4\frac{1}{2}$), and *Route* 86 c appears to coincide with *Route* 87 a for 4-5 miles. It is possible that all four routes follow the same track for the first 4 miles or so, and that the Halenzi of *Route* 86 b, m. $4\frac{1}{2}$, is the same place as Halenzor in *Routes* 86 c, m. $3\frac{1}{2}$, and *Route* 87 a, m. 3.

ROUTE 86 a (pp. 200-2)

SAIRT—BITLIS

Via CHEMI KHĀN AND DUKHĀN

- m. $7\frac{1}{2}$. **Keser Su** valley. The route-report of the original authority is followed in the text. The 1892 map shows that at the point here reached the Keser Su is still some distance to l. The report probably means that the Keser Su valley is entered at $7\frac{1}{2}$ m. from Sairt.
- m. $12\frac{1}{2}$ —m. $27\frac{1}{2}$. **Chemi Khān—Dukhān**. According to the 1892 map the distance between these two points is 17 or 18 m.
- m. $19\frac{1}{2}$, p. 202, 3rd line. For '**Kumar Dāgh**' read '**Kumur Dāgh**'. 6th and 7th lines. Add: '**Liart** and **Qara Vār** are passed at about $5\frac{1}{2}$ m. from Sirs (see under m. 17 of the text). **Qara Vār** lies $\frac{1}{2}$ m. to l. of the track, not $1\frac{1}{2}$ m. as given in the text.'

ROUTE 86 c (pp. 204-5)

SAIRT-BITLIS

Via KIFRA AND OLEK

m. 12-m. 42. The distances given in the text are those of the original route-report. A route-map of 1907 gives the following:

Miles from Sairt	
12	Kifra.
15	Sitz to r.
20½	Khasköi to l.
24	Oghraq.
35	Bridge over the Keser Su.
38½	Olek Ashāghi to r.
40	Olek Yuqāri to l.
45	Pakhand to r.
45½	Cross the river.
48	Bitlis.

ROUTE 87 a (pp. 205-10)

SAIRT-VAN

Via THE SHIRWAN DISTRICT, MUKUS, AND PENDAGANZ

Authorities. Add: Route-map of 1907.

m. 0-m. 3. **Sairt—Halenzor.** *Add:* 'At about 5 min. after entering the low stony hills mentioned in the text (m. 0, *line* 2) a large underground water-tank is passed cut out of white limestone. It is the principal source of the summer supply of Sairt. Water is drawn in buckets from about 15 ft. below the surface. There are steps cut down to the water-level.

In the shallow ravine near Halenzor mentioned in the text (m. 0, *line* 5) there are small underground tanks which supply Halenzor.'

m. 3. **Halenzor.** *After* 'fairly good water' *add:* '(slightly tainted with gypsum).'

m. 5½-m. 12. **Pirsov—Qurmas.** *Delete entries under m. 5½ and m. 7½ in text and substitute:*

‘m. 5½. Pass **Pirsov**, small Kurdish village, $\frac{3}{4}$ m. to r.

About 24 min. later pass **Sinep**, a large village on rising ground 1 m. to r. among vineyards and orchards.

The track now leads along the southern slope of the **Darya Tullahi Dagh**, rounding a narrow rocky ravine running SE. to the Bohtan.

m. 7½. Reach sharp edge of ridge opening a wide view over the Qurmas (Shirwan) plain to E. Descend stony track among brushwood, bending N. at first. About 35 min. later the road is a stony but easy mule-track gradually descending.

At 43 min. from the summit of the ridge the track passes **Poli** 1¼ m. to r., on the northern slope of the ridge, among gardens and cultivation.

The track then winds along a gravelly ridge, the watershed between the Bohtan and the Keser Su. There are a few stunted oaks and bushes here, and a few vineyards and wild vines. In July most of the ravines were found to be dry, but water is more plentiful here than on the Sairt plain.

At about 1 hr. beyond Poli cross a stream 3 ft. wide, in a ravine going NW. This is a headwater of the Qurmas Su. Termak is a large village in an extensive patch of gardens lying in a parallel valley 1¼ m. to l.

From here strike across the open cultivated Shirwan plain.’

m. 12. **Qurmas.** *After ‘60 Kurdish and Armenian houses’ add:* ‘Qurmas is reached at about 27 min. after entering the Shirwan plain. The village lies among vineyards and gardens. East and NE. of it rise the steep stony slopes of the Shirwan Dagh, which is crowned by an irregular line of cliffs. Half-way up the slope on a prominent outlier are the ruins of Shirwan Qal’ah, a Kurdish stronghold. Near the village are the ruins of a smaller castle.’

m. 13. **Gerchilan.** *After ‘small Kurdish village’ add:* ‘with a large spring’.

m. 14. **Bai.** This village appears to be on the slope of the cultivated basin mentioned in text under m. 13. On the r. this basin drains into a gorge.

m. 15¾-19¼. The cols mentioned in this section of the route are necks in outliers from the Shirwan Dagh to l.

m. 19¼. *1st paragraph, line 2. After ‘hillside’ add:* ‘the track

here trending more NE. From this side of the col a good view is obtained over the Bohtan valley to E. and the Halakor Dagh beyond.'

1st paragraph, line 4. 'Rough ravine.' This ravine drains E. towards the Ghindig Su.

m. 22½. **Khanduq.** *line 2.* After 'situated on a plateau' add: '(overlooking the narrow gorge of the Ghindig Su)'.

line 3. After 'to the Garni stream' add: '(a tributary of the Ghindig in a valley N. of Khanduq)'.

line 7. 'A large tributary from the Yerun district.' This appears to be the stream of the valley mentioned in *Route 87b*, m. 18.

m. 24½, *line 1.* For 'The **Ghindig Su**' read: 'Descend to the **Ghindig Su**'.

line 2. After 'A cantilever bridge' add: 'of wood and fascines'.

line 3. After 'a narrow ledge' add: 'along the bank of the Ghindig'.

m. 32½. **Giāh-i-Histiri Gedik.** *line 1.* After '(alt. 8,810 ft.)' add: 'From here there is a wide view over the Bohtan valley.'

line 8. After 'hillside' add: 'through low brushwood, rounding several deep valleys running SW. to the Bohtan'.

m. 39½. **Desht-i-Ovi.** *1st paragraph, line 2.* For 'where . . . a *yāilā*' read: 'The 'Ali Qanlı Kurds have a *yāilā* on the Desht-i-Ovi. Camping-ground at N. end of basin.'

m. 39½-m. 44½. **Desht-i-Ovi (camping-ground)—Divergence of Mukus road (near the head of the Shirnis valley).** The distance given in the text appears to be too short. The time taken by the authority was 2 hrs. 41 mins. He passed Arinjik and Yuqāri Eureh at 43 min., and the heads of the valleys running down to the Nemran district at about 1 hr. 18 min. From a route-map of 1909 the distance from the N. end of the Desht-i-Ovi to the head of the Shirnis valley appears to be about 8 m.

m. 39½. *2nd paragraph, lines 2 and 3.* After 'the watershed between the Ghindig and Bohtan rivers' add: 'The Ispairt valley lies to N.'

m. 44½. **Divergence of Mukus road.** After 'diverges to l.' add: 'down the Shirnis valley leading NW. to Sairt. The head of the Shirnis valley is visible from the present route.'

- m. 52. *2nd paragraph, line 4. After 'Arnost Dagh on E.' add:*

'[A track to Shattakh leads up the Arinj Dereh and at about m. 10 from Mukus crosses a col at the head of the Arinj valley between the Maidān Tāsh Dagh on N. and the Arnost Dagh on S. From that col a route-map of 1907 shows tracks leading down the N. and S. sides of a valley which joins the Bohtan not far above the Gakurkhān (El-Khatūn) bridge. One of these, keeping along the S. side of the stream in the valley, joins the Khūmara—Shattakh road not far above the El-Khatūn bridge; another track, leading along the N. slope of the valley, reaches the Khūmara—Sairt road in the neighbourhood of Terraspar and Mardsia (Marsekh): see corrections to *Route* 80, m. 100—m. 103. The total distance from Mukus to Shattakh is about 22 m. A third track from Mukus descends to the Shattakh stream about $1\frac{1}{2}$ m. above Shattakh (see *Route* 81 a, under m. 0).]'

2nd paragraph, line 5. For 'the river bank' read: 'the l. bank of the Mukus Su.'

- m. 54. **Mukus.** The valley here is narrow and its sides are steep and rocky. Below the village it is more open and is well cultivated.

Lines 4–8. Delete 'Crossing one of these bridges . . . not being clear' and substitute:

'The route-report states that the Mukus Su is crossed from the l. to the r. bank by one of the bridges in Mukus and that thence an easy mule-track leads close along the river. But the same report describes the track as crossing the mouth of the Lichan Dereh (see corrections to m. 55), which joins the l. (E.) side of the Mukus valley, and mentions the Bāsh Bulāq spring (see corrections to m. 56 $\frac{3}{4}$) as on the "far bank" of the river, the W.O. Map marking this spring on the r. bank.

It appears therefore that the track recrosses the Mukus Su between Mukus and the Lichan Dereh and thence proceeds up the l. bank of the river.

Above Mukus the valley is narrow. On the r. (E.) is a series of high cliffs and crags. On the l. (W.) the Par Dereh, a large tributary valley, joins just above the village.'

- m. 55. *Delete 'Mouth of the Sichan Dereh . . . in July' and substitute:*

'Cross the mouth of the **Lichan Dereh**, which joins from

- E. The stream in this valley was found to be dry in July. Lichan village lies $\frac{3}{4}$ m. up its r. bank among willows, poplars, and orchards.'
- m. 56 $\frac{3}{4}$. **Bāsh Bulāq.** *lines 1, 2.* After 'the principal source of the river' *add*: 'situated on the far (l.?) bank. A large column of water gushes out of a cave and forms a considerable stream.'
- m. 58 $\frac{1}{2}$. **Ascent of the Agherov Dāgh.** *Delete* 'Ascent . . . stony clay' *and substitute*:
'Above Khoros Khilisseh the track becomes a steep zigzag in a ridge of stony clay. The chief difficulty here lies in the long, steep pull.'
- m. 62. **Agherov Gedik.** *Delete* 'the narrow divide of the Lake Van watershed' *and substitute*: 'A narrow col on the watershed between the basins of Lake Van and Mukus. Peak 1 m. to W., alt. 11,485 ft. Very extensive view, especially to N. and S.'
- 2nd paragraph, line 3.* For 'lies' *read*: 'crosses'.
- m. 67. **Zeliganz.** *Add*: 'Here an alternative track from the Agherov Dāgh joins from S. It is steep and stony, and is more difficult than the road described in text.'
- m. 69. **Poghonis.** *Add*: '30 houses; some foot-bridges over stream in the village'.
- m. 69. *3rd paragraph.* *Delete* 'Route trends to NE. . . towards the lake' *and substitute*: 'The route now ascends a steep clay spur to NE. gradually trending out of the valley. Pass **Koraved** near a spring, close on l. Narekh is an Armenian village of 100 houses, with a prominent church on a spur on the far side of the valley.'
- m. 76-m. 102. **Pendaganz—Van.** See corrections to *Route 89 a*, m. 60 $\frac{1}{2}$ -m. 88.

ROUTE 87 b (pp. 210-15)

SAIRT—VAN

Via QARA SU AND PELO

- m. 0-m. 18. **Sairt—Ma'den.** *Delete text and substitute*:
'The road follows the Sairt—Mukus route as far as the Shirwan plain (see *Route 87 a*, m. 0-m. 12, and correc-

tions). The track then diverges to l. from the Mukus route and crosses the plain, keeping W. of Shirwan (Qurmas) village. It then crosses steep stony outliers of the Shirwan Dāgh heading NE. to Ma'den (m. 18).'

m. 18, *line* 2. 'Route then crosses a rough watershed'. Authority has, 'Keep over a rough watershed'; the meaning appears uncertain.

m. 29 (*lines* 2-3)-m. 33 (*1st paragraph*). *Delete* 'Pass deep narrow valley . . . direct to Bitlis' *and substitute*:

'm. 33. Pass the deep narrow valley of Yerun close to its junction with the Ghindig Su. The Yerun district, inhabited by Kurds and Armenians, appears to include this valley and the country W. of it. Rough tracks lead from Yerun to Bitlis.'

m. 41. **Qara Su.** *3rd paragraph*. Sairt—Qara Su *via* Desht-i-Ovi and Khisan.

Add: 'On the section Sairt—Desht-i-Ovi see *Route* 87 a, m. 0-m. 39½; on the section Desht-i-Ovi—Khisan see corrections to *Route* 88.'

m. 55. **Uranz Dereh.** A track leads up the Uranz Dereh to join the Bitlis—Van road on the hills E. of the Götü plain (see *Route* 89 a, corrections to m. 40).

m. 64. **Pelo.** *1st paragraph*. *Add*: 'See further corrections to *Route* 89 a, under m. 35-m. 49¼.'

2nd and 3rd paragraphs. Delete text and substitute:

'An easy mule-track branches E. leading over a rounded spur to Takhmanis, where it joins the Bitlis—Van road, E. of the Qusqun Qiran Gedik. See corrections to *Route* 89 a, m. 47¾ and m. 50½.'

The track followed by the authority leads to the head of the Pelo valley, passing a large spring and ascending sharply.'

m. 66. *After* 'Join the Bitlis—Van road' *add*: 'about 1½ m. W. of the summit of the Qusqun Qiran Gedik'.

For '(*Route* 89 a, m. 47¾)' *read*: '(corrections to *Route* 89 a, m. 47¾)'.

ROUTE 88 (pp. 215-18)

MUKUS—BITLIS

Authorities. Add: Route-map of 1907.

m. 0-m. 26. **Mukus—Qara Su.**

ALTERNATIVE ROUTE: MUKUS—QARA SU

Via Desht-i-Ovi, Mazara, and Khisan Plain

This appears to be a fairly easy mule-track. The details given below from m. 17½ to m. 37 are from a route-map of 1907.

Miles from
Mukus

0	Mukus. For the first 9½ m. the route is identical with that described in the text, following the road to Sairt.
9½	Here the route described in the text turns down the Shirnis valley. The present route continues by the Sairt road (<i>Route 87 a</i>).
17½	Desht-i-Ovi. (For distance see corrections to <i>Route 87 a</i> , m. 39½—m. 44½.) In this neighbourhood the track turns NNW. and descends to the valley of the Ispairt. It crosses the valleys of several l.-bank tributaries of the Ispairt.
23	Khwalapur on the S. side of the Ispairt valley. The track now runs along the S. side of the valley through the Mazara district; it crosses several tributary valleys. There are a number of villages in Mazara (see text under m. 14½).
27½	Junction of the Ispairt stream with the Ghindig Su. Cross the Ispairt near its mouth by a bridge, and then cross the Ghindig by a stone bridge just above the confluence. Ascend a r.-bank tributary of the Ghindig leading NW.
29	Turn N. Pass Rejabon village. Enter Khisan plain.
32	Ghaida Tekkeh (see <i>Route 87 b</i> , m. 36). From here a track leads N. to Piranis and Duranis (m. 29½ in text). There is also an easy track to Qara Su (<i>Route 87 b</i> , m. 36-m. 41).
37	Qara Su.

m. 21½, lines 7-8. Delete 'the head of the **Ardolj** valley . . . the Ghindig Su' and substitute: 'the head of a valley to S., ¾ m. down which is Ardolj. Some broad valleys trend NW. to the Ghindig.'

m. 26-m. 29½. **Qara Su village—Duranis.** Authority in *Mil. Rep.* estimates the distance between these points at 4 m.,

though the time given is only 28 min. On a route-map of 1907 the distance is shown as about 3 m.

- m. 29½-m. 30½. **Duranis—Two large springs.** The distance between Duranis and these springs appears to be about ½ m.
- m. 37, line 5. *After 'ash trees' add:* 'The valley joins the Güzel Dereh, where the latter bends sharply from a N.-S. to an E.-W. direction.'
- m. 39½. **Bridge over Güzel Dereh stream.** This bridge is just above the bend to W. made by the river, which about ½ m. farther up emerges from a gorge.
- m. 44-m. 51½. **Bablak Gedik—Bitlis.**

Delete text and substitute:

Miles from
Mukus

44

Bablak Gedik. Descend from the summit of the pass by an easy track into the Nahiyeh district. Pass Hirnis, about 40 Kurdish houses on a stream, and cross a low col into the well-cultivated basin of the Gholtig.

46½

Gholtig village, 300 (?) Armenian houses. Gholtig is separated from Bitlis by a steep spur which runs from the Gholtiki Dagh (NE. of Gholtig) in a NW. direction towards Bitlis.

There appear to be two tracks to Bitlis:

- (i) A track shown on a route-map of 1907 crosses a col N. of Gholtig between the Gholtiki Dagh and the spur mentioned above, and thence descends, winding along N. side of spur, into the valley of the Avekh Su, a tributary of the Bitlis Su. It crosses the Avekh Su by a bridge about ¾ m. W. of Sindian, and thence runs down the valley to the SE. quarter of Bitlis town (the Avel Maidān). By this way Bitlis is about 6 m. from Gholtig. This track seems to be that described in the *Mil. Rep.* as rounding the S. end of the spur from the Gholtiki Dagh and as having an easier gradient than the more direct route (ii) described below.
- (ii) The direct route passes somewhat W. of (i). It ascends the slope of the spur from the Gholtiki Dagh, passing a good spring on the hill-side. Towards the summit it rises very steeply by a clay track.

48¾

Reach summit of spur. On the summit is the **Gholtiki Maidān**, a shallow, flat-bottomed basin, about ¾ m. in diameter. In spring it is filled by a lake which drains out by an underground exit.

Miles from
Mukus

Cross to the farther edge of the basin.

Descend from the spur by a very steep zigzag track among stones and boulders, reaching the Avekh Su at a stone bridge near the SE. corner of Bitlis.

21½

Bitlis (Avel Maidān).

ROUTE 89 a (pp. 218-23)

BITLIS—VAN

Via S. SHORE OF LAKE VAN

Authorities. Add: Westarp (journey of 1912).

m. 0, *line* 3. After 'along a plateau' add: 'between the Bitlis gorge on the r. and the hills on the l.'

line 6. After '30 Armenian houses' add: 'small khan (ruined?) on l. bank of stream'.

m. 0 (*line* 6)—m. 6 (*line* 3). **Popshin stream—Bāsh Khān.**

Delete 'Beyond this second bridge . . . being passed' and substitute:

'The Bitlis stream runs in a gorge on r. 50 ft. deep and crossed only by a few bridle paths. At 17 min.¹ after the Popshin stream has been crossed the Bitlis Su makes a bend to E.; the road skirts a spur from W. Here in 1900 the chaussée ceased, but the ground beyond is stony and firm, and the track was passable for wheels.

At about ½ hr. after the Popshin stream has been crossed a small khan in ruins (Elkali Khān) is passed. The valley opens out to about 500 yds. of level stony ground. The gorge of the Bitlis stream becomes shallower and its sides less steep. On the far (E.) side of the Bitlis Su is the mouth of the Poar valley, up which runs a mule-track to Shamunis (*Route* 89 b).

To NE. is the Poar Dāgh, the lower outliers of which are rocky and rugged.

¹ The rate at which the authority was travelling seems to have been about 4 m. an hour, as he covered the distance from Bitlis to Bāsh Khān, which he estimates at 6 m., in 1½ hr.

A stream from a spring to l. is crossed.

The valley opens out to the **Bahwa** plateau at its head.

Steep stony slopes on l.

Zewar, a small Armenian village in a ravine on r., is passed about 37 min. after the crossing of the Popshin stream and about 10 min. before Bāsh Khān is reached.

At m. 6 from Bitlis pass **Bāsh Khān**, strongly built of stone, 30 yds. square.

m. 6-m. 7½. **Bāsh Khān—Aliman Khān**. The distance here given between Bāsh Khān and Aliman Khān is taken from the route-report (which has 'Alemlī Khān'); it is much less than that shown on W.O. map, E.T.A., sheet 19, or on Westarp's route-map, where these two places appear 4 m. apart.

m. 7½, line 2. For 'a deep spur' read: 'a steep spur'.

m. 35-m. 49¼. **Wanik—Qusqun Qiran Gedik**.

ALTERNATIVE ROUTE *via* KINDRANZ AND PELO

Authority:—Westarp, 1912.

Westarp's route-map shows his road from Wanik as passing S. of the route described in the text, and going through Pelo. Probably his road rejoins the route given in the text about the Qusqun Qiran Gedik.

Details from Westarp's route-map.

Miles from

Wanik

0	Wanik passed on r. Track leads S. to
¾	Kindranz (see below, corrections to m. 35-m. 35½).
	From here the track takes a general SE. direction to the neighbourhood of Mersereh.
2	Pass Sherishez on r.
2½	Pass Berakun on l.
4	Pass Mersereh on r. From here the track takes a general ESE. direction to Govian, making a loop to S. in the neighbourhood of Biddika.
5½	Pass Nasireh on r. and Archdad on l.
6½	Pass Biddika on r.
9	Pass Govian on l. From here the track bears SE. for about 1-1½ m., and then trends E.
13½	Pelo . From here the road leads E.
16½?	Rejoin route in text near the Qusqun Qiran Gedik .

m. 35 (line 2)—m. 35½ (line 4) Delete 'Going E. . . drinking-water' and substitute:

'Descend valley going E. At first the valley is about ¼ m. wide, but it widens in the neighbourhood of Kindranz.

At m. 35½ pass **Kindranz** 1 m. to S., the residence of the Kaimmakam of the Karchikan *kaza*. A short branch-wire from the main T.L. runs to it.

In this neighbourhood there is room for a large camp. Supplies and firewood plentiful from the Karchikan Dereh, S. of Kindranz. Water from streams.

According to the *Mil. Rep.* a wide valley with wooded slopes runs S. of Kindranz. Small hamlets are visible along it. This is apparently the Karchikan Dereh, along which leads a track which eventually crosses into the Ghitsan Dereh and reaches Chemkani Tekkeh, whence *Route 87 b* can be followed to Qara Su and Khisan. The time taken by a traveller from Chemkani Tekkeh to Kindranz was 5 hrs. The valley is described as narrow in its upper part (the description in the *Mil. Rep.* may apply to its head only). The stream is crossed by wooden bridges with footways which have holes that are pitfalls for horses.'

m. 35½, *lines 4-10.* Delete 'From the valley . . . villages in the plain' and substitute:

'Continue eastwards along a broad valley leading into the cultivated plain of **Göllü**. This plain is separated from the lake by a rocky ridge. Several streams flow into it from S., and the outlet for their waters is by a tunnel about 5 ft. high through the ridge. In spring the plain is flooded by the accumulation of water.

Three Armenian and two Kurdish villages are situated in Göllü. Ughoas, an Armenian village, lies at the mouth of a valley 1 m. to r. of the point where the route enters the plain. Farther on is Pinkanz 1½ m. to r. at the edge of the plain.'

m. 37½. **Göllü village.** Add: 'It is situated among trees and fruit-gardens and is watered by a large stream from S. and a spring.'

m. 39½. **Steep ascent.** In the *Mil. Rep.* (1899?) this is said to be one of the most difficult places on the road, and rock-cutting would be needed to make it passable for wheels.

m. 40, *lines 3-8.* Delete 'Passing at first . . . a wide valley' and substitute:

'Pass the head of a valley on r., running S., with easy sloping sides. It is apparently one of the valleys, which form the Urantz Dereh. A well-frequented track leads down it and by Urantz to Saris on the Ghilsan Dereh (see *Route 87 b*, m. 54). About ¼ hr. later the head of another valley on r. is passed. This runs SW. and

apparently joins the first-mentioned valley near Pemwass, 2 m. down it. In 1899 (?) its sides were covered with oakwood about 6 ft. high, but this was then being cut for firewood and taken to Van.

On the l. of the road below the ridge is Ziwa bay, the natural port of the Karkar district. Ziwa and Pogha villages lie respectively on the E. and W. shores of the bay. Zigzag paths lead from the ridge down to the villages on the lake.

Descend gently down a wide valley by a rough track among low brushwood, fairly good but needing improvement for wheels.

The track now runs along the N. side of a basin, crossing a number of small spurs which trend S. to a wide cultivated depression, which is bounded on the S. by the high, rocky ridge of the Alan Dāgh. The streams between the spurs which the road crosses are the headwaters of the Ghindig Su; they drain into the depression to S. and thence into the Ghitsan Dereh, a deep rift in the Alan Dāgh. (Compare *Route 87 b.*)

m. 43 $\frac{3}{4}$. *Delete entry under this mileage and substitute:*

‘**Haranz**, Armenian village of 20 houses, in a valley $\frac{1}{4}$ m. to l. Cross clay spur by a short steep descent and ascent; road rather too difficult for wheels, but could easily be improved (1899?).’

m. 45. **Naniganz**. *Delete* ‘where there is . . . camping-ground’, *and substitute:*

‘Some ground for camping troops; water from spring and stream. Supplies and fuel from the Karkar district.’

m. 47 $\frac{3}{4}$, lines 1–2. *Delete* ‘Pass **Takhmanis** . . . via Qara Su and Pelo’, *and substitute:*

‘*Route 87 b* from Sairt and Pelo joins in this neighbourhood.’ [On Takhmanis see corrections to m. 50 $\frac{1}{2}$ below.]

lines 3–4. *For* ‘which trend S. to a wide cultivated basin’ *read:* ‘which trend S. to the wide cultivated depression mentioned above (corrections to m. 40).’

m. 50 $\frac{1}{2}$, line 1. *For* ‘**Henzek** . . . 50 houses’ *read:* ‘Pass **Henzek**, Armenian village of 50 houses, on the hill-side to l.’

lines 4–6. *For* ‘It passes a valley . . . stream to l. bank’ *substitute:*

‘The sides of the valley are at first of clay; farther down towards its mouth, in the neighbourhood of Norkogh (m. 56), they are rockier.’

Pass a valley to r. with easy slopes, and then other side-valleys on r. and l. **Takhmanis** lies in a ravine to r. About m. 52½ pass a long valley running SW. Shibuta, Engelur, and Mejingos are Armenian villages in it. A mule-track leads up it and over a steep col into the Alan valley.

Another valley with easier slopes runs NNE.; about 2 m. up it opens on to a grassy basin. Shadvan and Timar are villages in it.

Cross to l. bank of stream. Foot-bridge of logs.'

m. 52½. For 'Pass a tributary . . . **Tekhtis**' read:

'Valley with steep sides joins on r. **Tekhtis** about ½ m. distant lies at the valley-mouth. Farther up is a village called Petmanis (mentioned in *Mil. Rep.* as well as the Petmanis referred to under m. 53½). Hill-tracks run to Waris in Akhtis (Yeghegis) and thence to Khisan.

Pass mouth of small basin to l.'

m. 53½, lines 1-2. Read: 'Another side-valley joins on r. At its mouth is **Petmanis**, 30 houses, with walnut-trees.'

m. 56, lines 1-2. Delete '**Norkogh** . . . a large camp' and substitute: 'Norkögh, 50 Armenian houses, ½ m. to l., near the mouth of the valley, where it opens on the coastal plain of Qavās. There is a walnut grove at Norkögh, among which houses are scattered.

In the valley near Norkögh there is room for troops to camp. Abundant water from streams. Supplies from Qavās.

Mouth of rocky side-valley on r.'

line 5. Add: 'About m. 56¾ (where the road passes Mokrapert) there is a large spring. A short distance farther on Sorik village is passed to r. in a flat basin among the hills. Above it is a steep, rocky slope.

m. 57½, 3rd paragraph, line 2. For 'Catholics' read: 'Catholicos'.

line 3. Add: 'Aq Tomar (Akhtamar) Island, with church and monastery, lies about 2¾ m. from Hakavank and about 2 m. from the nearest shore'.

m. 61½-m. 88. **Pishavenk—Van.**

Delete text from m. 60½, line 4 ('Route crosses this torrent' . . .) and substitute:

'Miles from
Bitlis

60½

61

Pishavenk. Cross the Pishavenk stream.

Cross a stream in a shingly bed 60 yds. wide. Deep ravines to S., from which this stream-bed comes.

Miles from
Bitlis
63

Cross a stream in a wide bed coming from **Pendaganz** 1 m. to r., 50 houses. *Route 87 a* (at m. 77) joins here.

Between the hills and the shore in this neighbourhood there is camping-space about $\frac{1}{2}$ m. wide. The ground is rough and stony, but fairly level. Water is abundant from various streams; supplies from the district; fuel from the hills to S., or by boat from the hill to W. along the lake.

Continue along the shore by an easy track; clay and stones.

Ascend to a col in a spur from the **Ardost Dagħ** called **Qurt Tāsh**. This ascent is very steep and, though just practicable for wheels, needs improvement.

There is a small village of **Qurt Tāsh** on the r. of the ascent.

The descent from the **Qurt Tāsh** to **Vostan** is steep, but the gradient has here been improved and is easier than that on the W. side of the col.

68 Cross a stream at the foot of the descent, 20 ft. wide and 1 ft. deep in December.

On the l. is a bay, the W. side of which is formed by a promontory (the end apparently of the **Qurt Tāsh** spur). On the side of this promontory are the ruins of a castle and other buildings. A group of houses here is named **Haishat** in *Mil. Rep.* (see further below).

Vostan. This is a group of orchards and gardens covering a considerable area and containing 200–300 scattered houses, mostly Kurdish, a few Armenian. The gardens are watered from the stream above mentioned and a number of springs.

The following is from **Lynch's** description of **Vostan** (1894): 'Vostan is no town, nor even a village, but is a district or zone of gardens at the foot of the Kurdish mountains about the spurs of Mount **Ardos** [**Ardost Dagħ**]. On the east it extends to the village of **Atanon** [**Hatanun**], on the west to the promontory [i.e. the promontory mentioned above]. The orchards keep to the high land about the base of the range; between them and the lake there is an extensive strip of alluvial soil.'

At **Vostan** is the residence of the **Kaimmakam** of the **Qavās kaza**; the Government offices are close by the road at

Miles from
Bitlis

the crossing of the stream mentioned above. T.O.; branch line to Shattakh.

A Kurdish sheikhly family of some influence and celebrity lives here.

Route 81 b joins from Shattakh.

71 The road runs through **Hatanun**, 30 houses, situated at the foot of the hills and surrounded by gardens.

Beyond Hatanun there are alternative tracks across the **Khoshāb Su** (Engil Su). It is stated that as the delta is swampy the best track at all seasons is that which leaves the delta to l. and fords the river at Engil. But in the dry season a short cut can be made by fording the **Khoshāb Su** below Engil. On Westarp's route from Hatanun to Artamid see below, under m. 80.

Pass Pultenis (Paltienz?), 60 houses, 2 m. to r. at the foot of a steep, rocky slope. Leave the swampy river-delta to l. In it are some large Armenian villages, situated among gardens, mostly on the r. bank of the river.

Cross a cultivated terrace and descend by an easy clay track.

75 The **Khoshāb Su** (here also called Engil Su). The river is crossed by a ford 200 yds. below Engil village. The stream flows swiftly over a hard gravelly bottom. In September it has been found 60 yds. wide and $2\frac{1}{4}$ ft. deep. It has high floods in spring. Above the village there is a shaky wooden bridge, where a road from Shattakh joins (see above, corrections to *Route 81 a*).

Engil village, on a spur on the r. bank, consists of 100 Armenian houses. Mesgeldek village lies on r. bank of river about 1 m. below Engil.

In this neighbourhood there is open space for troops to camp; supplies plentiful; fuel scarce.

Ascend steeply through Engil village, and about $\frac{1}{2}$ m. farther on cross the **Shemiram** canal, 8 ft. wide and 4-5 ft. deep, by a stone bridge.

Thence follow an easy road across the Havatzor plain.

From the plain a rather steep, stony track ascends the hills to N. There is an easier road farther W.

76 $\frac{1}{2}$ Summit of hills bordering the Havatzor plain.

From Gilbalasan a few m. E. in the Havatzor plain a rough track not passable for wheels leads over the Harami Gedik to Zewistan (see below, under m. 80).

Miles from
Bitlis

The route passes over some rounded clay hills by an easy track. Tracks passable for wheels branch towards the lake. Shallow ravine to r.

About $\frac{1}{2}$ m. from Artamid a dry ravine from the SE. is crossed. In 1899 a chaussée, 30 ft. wide, began here and extended to Van.

80 **Artamid**, 300 houses, Moslem and Armenian (1899); water from a large spring. The Shemiram canal passes through. Terraced gardens, vineyards, and orchards extending for $1\frac{1}{4}$ m. along the shore (1899). The place was reported ruined in 1915 (see text, p. 453).

ALTERNATIVE ROUTE: HATANUN—ARTAMID

Authority:—Westarp, 1912 (details from route-map).

Miles from
Bitlis

- | | |
|------------------|---|
| 71 | Hatanun. Track leads ENE. to |
| 72 $\frac{3}{4}$ | Mass village. From here the route takes a general N. direction towards the Engil Su, but with a bend to W. |
| 74 $\frac{3}{4}$ | Cross the Khoshāb Su (Engil Su) at a point about N. of Mass. A village lies on the r. bank of the river about $\frac{3}{4}$ m. below this ford, another ford leads to it. Marshy ground in the neighbourhood of the river. |
| | Proceed NE. from the ford to |
| 75 $\frac{1}{2}$ | Meshkestok village ('Mashkakittak' village on W.O. Map, E.T.A., sheet 19?). |
| 76 | Cross Shemiram canal. From here the road leads about NE. for $8\frac{1}{2}$ m., turns N. for 1 m., then turns E., and enters Artamid. |
| 81 | Artamid. |

At Artamid the route crosses the Shemiram canal by a stone bridge, and then descends an easy slope by a well-metalled road. It skirts gardens on l. extending down to the shore of the lake. Durnah Qal'ah monastery is on a spur to r.

At the foot of the descent the road reaches the shore of the lake, which it skirts for a short distance. The coast is low and sandy, and when the water is high lagoons are formed along it.

To SE. is the cultivated basin of Zewistan village, which lies among orchards watered by a bend of the Shemiram canal. For a track from Zewistan into the Havatzor plain over the Harami Gedik see above, under m. 76 $\frac{1}{2}$.

83 $\frac{1}{2}$

Track to Erek diverges to r.

This track, which is unmetalled but passable for wheels, skirts the

Miles from
Bitlis

Shemiran canal on l., and on r. the low rounded hills which bound the coastal plain. Near Van gardens it crosses the Quru Bash Chai, which is often dry and usually easily fordable. It reaches Ereğ at m. 6 from its divergence from the chaussée.

The chaussée diverges somewhat from the lake shore and runs at about $\frac{1}{2}$ m. from the lake and 2 m. from the low hills on r., passing over an open uncultivated plain. It then enters the Shemiram Alti suburb of Van and leads through gardens surrounded by mud walls.

88

Van city.

ROUTE 89 b (pp. 224-5)

BITLIS—SHAMUNIS

Via KHOTUM

Delete itinerary and substitute:

Miles from
Bitlis

0

Bitlis. [The starting-point of the route is probably the British Consulate in the Avel Maidān, the south-eastern quarter of the town. For alternative track to Sakh see below, under m. 13 $\frac{1}{4}$.]

A track leads along the slope of the hills E. of Bitlis, keeping high above the main part of the town.

Beyond the N. end of Bitlis the road runs on the E. side of the Bitlis valley above the ravine of the Bitlis Su. The track is stony. In 1900 it was not passable for guns.

A rocky ravine from r. is passed not far beyond the N. end of Bitlis; ruins of small stone bridge.

4

Mouth of **Poar** valley from r.

Cross the Poar stream by a 30 ft. stone bridge with a 10 ft. roadway, which in 1892 was in bad repair and had no parapet; steep slope at each end of the bridge.

The route turns up the Poar valley by an easy track. The valley is well wooded in its lower part; it gradually narrows.

6 $\frac{1}{2}$

Poar, Armenian village among trees and gardens. From Poar the track ascends. About $\frac{1}{2}$ m. from the village

Miles from
Bitlis

- (alt. 5,900 ft.) the ascent becomes steep; the path, which is impracticable for wheels, zigzags up over clay and stones.
- 9½ Summit of ridge (alt. 7,065 ft.). Wide view to E. over high ridges of bare rock.
An equally steep, zigzag descent leads down the hill-side, on which are many springs and streams and some scanty scrub.
- 10¾ Foot of steep descent (alt. 6,305 ft.).
Descend a well-cultivated valley leading E. to the upper end of the Güzel Dereh. Easy track over clay and stones.
- 12¼ Pass **Antz**, an Armenian village, at the mouth of a tributary valley.
- 13¼ Hereabouts there is a view down the **Güzel Dereh**, which runs S. The stream in the valley is a headwater of the Keser Su. The Güzel Dereh is here about ½ m. wide, and is bordered by wooded hills which close in to a narrow defile 6 m. down.
- (i) Track, not passable for wheels, runs down the valley to **Sasunan** (9 m.), where it joins the Bitlis—Qara Su road (compare Route 88, m. 39¼ (text)).
- (ii) Track, not passable for wheels, descends the Güzel Dereh for a few miles, ascends a side-valley to W., and crosses thence into the Sindian valley, by which it reaches **Bitlis** at m. 13.
- 13¾ Pass **Sakh**, Armenian village, to l.
- 14½ Pass **Sakh** spring, out of which flows a headwater of the Güzel Dereh stream, 50 ft. wide and 1½ ft. deep.
Cross a very low watershed between the basins of Lake Van and the Tigris.
The route apparently runs NE. down a valley 500–600 yds. wide, with oaks and brushwood on the slopes.
- 16¼ Pass **Khart**, 40 Armenian houses, 1 m. to l. in a side-valley.
Suitable site for camp. Supplies in fair quantities from the villages in the Güzel Dereh. Fuel from hills. Water-supply very good.
A short way farther down pass **Gerp**, 20 Armenian houses, in a side-valley ½ m. to r.
- 18½ **Sapor Su**, on r. bank of which is **Khotum**, a village of 60 houses. There are a few gardens here and a cave 50 ft. square under an overhanging ledge.

Miles from
Bitlis

The Sapor Su is crossed by a 20 ft. masonry bridge. This stream forms the boundary between the vilayets of Bitlis and Van. Above Khotum it flows from about ENE.; below Khotum it turns N. to Lake Van.

The track leads up the valley of the Sapor Su along the r. bank of the stream. The valley has a flat bottom 200-400 yds. wide, in which hay is grown. There are also patches of corn and millet.

The track passes **Shiknas**, a Kurdish village of 20 houses in a rocky ravine to r. About 23 min. later it crosses to the l. bank of the Sapor Su by a masonry bridge of 15 ft. span. (Time from this bridge to Khotum, 43 min.) Just above the bridge pass the mouth of a wooded rocky valley to r., up which is **Kamar**, a Kurd village of 20 houses among gardens. Then recross to r. bank of the Sapor Su by a masonry bridge of 15 ft. span. The stream was found in September to be 20 ft. wide and 1 ft. deep, with a rapid current over a gravelly bottom. (Time from this bridge to Khotum, 1 hr. 2 min.)

Broad track along r. bank of the stream.

21 $\frac{3}{4}$ Pass mouth of a rocky valley from the Sakh Dagh on r.
Sapor village of 15 Kurdish houses lies up this ravine.
[A very steep mule-track leads over the Sakh Dagh to the Ghitsan Dereh.]

Turn N. over a ridge.

22 $\frac{1}{2}$ Pass **Sakach** village.

Cross low col among oaks and brushwood and descend along a stream, passing some large springs, to

25 $\frac{1}{2}$ **Shamunis**. The main Bitlis—Van road (*Route 89 a*, m. 26 $\frac{1}{2}$) is joined here.

ROUTES BETWEEN MOSUL AND DIARBEKR

ROUTE 90 a (pp. 227-38)

MOSUL—JEZĪRET-IBN-OMAR

Via ZAKHO

Authorities. Add: Russian information, 1904, 1911-12.

- m. 17. For '**Hasan Gelad** is $1\frac{1}{2}$ m. up this stream' read: '**Hasan Gelad** is $1\frac{1}{2}$ m. down this stream'.
- m. 40 $\frac{3}{4}$. *Delete 3rd paragraph.* (According to map of Turkish telegraphs, 1911, the T.L. to Jeziret-ibn-'Omar runs by Simel and Zakho.)
- m. 45 $\frac{1}{4}$. **Simel.** [Here routes join (i) from Dohuk (fit for *arabas*), and (ii) from 'Aqreh (mostly fit for pack-animals only).]
- m. 45 $\frac{1}{4}$ -m. 62 $\frac{1}{2}$. **Simel—Foot of Zakho Pass.** Wheeled traffic is possible on this stretch, the country being generally flat and open.
- m. 54 $\frac{1}{4}$. **Bashiatha.** For '3 m. to l.' read: '3 m. to r.'
- m. 62 $\frac{1}{2}$. **Foot of Zakho Pass.** In 1904 a good chaussée, laid out in zigzags, extended for about $1\frac{3}{4}$ m. from the entrance of the pass, stopping short of the summit. From where this chaussée ended to a point $1\frac{1}{3}$ -2 m. beyond the summit of the pass the road was fit for pack-animals only. In 1904 there were disconnected stretches of a new road on the last $3\frac{1}{2}$ m. into Zakho.
- m. 71. **Zakho.**

Add to alternative routes from Zakho the following:

'(d) A track runs along the l. bank of the Khabūr below Zakho to a ford at m. 2, where the river is crossed. (The river here was found running in 3 arms, of which the largest was 40 yds. wide; depth 4 ft.) Beyond the ford the road continues to descend the valley, passing Takian at m. 17 $\frac{1}{4}$ from Zakho (compare text, under m. 88 $\frac{1}{4}$). It is uncertain where it joins the route described in the text. From Zakho to Takian the way is fit for wheels, though it has not been used by vehicles and in places is undefined.'

ROUTE 90 b (pp. 238-40)

MOSUL—JEZĪRET-IBN-'OMAR

via FEISHKHABUR

APPENDIX (2), p. 240

In last line of Appendix, for '25 m.', read: '30 m.'

ROUTE 91 (pp. 244-50)

MOSUL—NISIBIN

Introduction. 4th paragraph. Delete 'The railway . . . route of Turks, 1916' and substitute:

'For the road between Mosul and Nisibin, which has been used by the Turks as a line of communication, see below, p. 115, additions to Appendix 4 to this route. On the alignment, &c., of the railway see below, p. 164 (corrections and additions to pp. 412-17 in text.)'

5th paragraph. For 'Saweidiyeh' read: 'Suweidiyeh'.

m. 15. *For 'Homeidat' read: 'Humeidat'.*

m. 42 $\frac{1}{4}$. *Delete 'From this point Tel A'far . . . bears SW.'*

m. 91 $\frac{3}{4}$ -m. 95 $\frac{1}{4}$. **Tel Chilara—Abra.** On Aublé's map the distance between these points is shown as about 2 $\frac{3}{4}$ m. (text, 4 m.).

m. 102 $\frac{1}{4}$ -m. 109 $\frac{1}{4}$. **Farsukh—Qubūr el-Bidh.** Aublé's map agrees with text as to the total distance between those places. But Aublé places **Muhileh** (which should be read for 'Mutleleh' under m. 106 in text) on the road at 1 $\frac{1}{2}$ m. W. of Farsukh, and Tel Muhileh about 1 $\frac{1}{4}$ m. NE. of the village.

m. 109 $\frac{1}{2}$ -m. 110 $\frac{1}{2}$. **Qubūr el-Bidh—Tel Ter.** Aublé's map gives the distance between these points as 3 m. [Tel Ter apparently lies SW. of Qubūr el-Bidh, and from it a track seems to run W. by N., joining the southern route from Jeziret-ibn-'Omar to Nisibin at Qara Hasan. See *Route* 93 b, m. 65 $\frac{1}{4}$.]

m. 109 $\frac{1}{2}$ -m. 131. **Qubūr el-Bidh—Nisibin.** On the main road from Qubūr el-Bidh to Nisibin see additions to Appendix (4) to this route.

APPENDIX (2), p. 249

This route appears to follow for most of its length approximately the same line as the road now in use detailed below (additions to Appendix 4); but it seems to take a longer course than the present road between Awenat and Rumelan.

APPENDIX (4), p. 250

Add: 'This road is not a made one throughout its length. It is practicable for lorries in dry weather, but is liable to become impassable for motors after heavy rain. See further note at the end of the itinerary below.

A traveller has noted that, when he passed over this route towards the end of May, the pasture round Mosul was quite burnt up, but the country farther north was still green.

The following details are from a German report of 1917:

Miles from Mosul	
0	Mosul.
11 $\frac{3}{4}$	Humeidat ; good stream. ('Hamadan' in text is probably Humeidat.)
23	Shenasil ; 1 well, bad water; new well proposed. (This is 'Shanazeel' in text.)
32 $\frac{1}{4}$	Kesik Köprü ; good supply of water from brackish stream.
42 $\frac{1}{4}$	Hogena ; brackish but drinkable water. ('Hakta' in text is probably Hogena, which is also written Hogna or Hukne.)
54 $\frac{3}{4}$	Awenat ; one well of brackish but drinkable water; new wells proposed. (From here to Demir Kapu Khān is a waterless stretch.)
67 $\frac{3}{4}$	Tel Ismail.
82	Tel Rumelan. In 1917 it was proposed to sink wells here.
89 $\frac{1}{2}$	Demir Kapu Khān ; one well; stream of good water.
91 $\frac{1}{2}$	Wādī Khunezir ; stream of good water.
94	Wādī Rumān ; stream of good water.
98 $\frac{1}{4}$	Gül Begir ; stream of bad water.
107 $\frac{1}{2}$	Qubūr el-Bidh ; stream of good water.
111 $\frac{1}{4}$	Dogara (Dugir) ; 2 good new wells and 1 well supplying village; stream of bad water.
115 $\frac{1}{2}$	Tel esh-Sha'ir ; 2 wells with good water; stream of bad water.
119 $\frac{3}{4}$	Yerikissan ; 1 well. ('Ghirkezira' of Route 93 b, m. 63 $\frac{1}{4}$?)

Miles from

Mosul122 $\frac{1}{4}$ 125 $\frac{1}{2}$ 128 $\frac{1}{2}$ **Haraseh.****Lutfeh**; 2 wells with bad water. (This is probably the 'Latifeh' of *Route 98 a*, m. 59, and *Route 98 b*, m. 69 $\frac{1}{4}$.)**Nisibin.**

NOTE. *Mosul—Ras el-'Ain*. It was reported in September 1916 that loaded motor-lorries took 3 days between Ras el-'Ain and Mosul (presumably *via* Nisibin). Of the stream-beds crossed about 15 contained water in September, but the streams were then all small, varying in width from 5 to 10 yds. and having a depth of not more than 8 inches. All had easy approaches and firm bottoms. The road was said to be impassable for about 20 days after heavy rain.'

ROUTE 92 a (pp. 250–8)

MOSUL—NISIBIN

Via BELED SINJAR

On the road from Mosul to Beled Sinjar see notes on the Mosul—Deir ez-Zor route given immediately below.

NOTE ON MOSUL—DEIR EZ-ZOR ROUTE

(The following information on the route Mosul—Deir ez-Zor *via* Beled Sinjar and Shedādi was received too late to be included in the *Supplement (Corrections and Additions) to Vol. III, Route 49 a*.)

These notes are based on a report of a journey made in spring (April 24 to May 3), 1913, from Mosul to Deir ez-Zor *via* Tel A'far, Beled Sinjar, Umm edh-Dhiban, Shedādi, and Sawwār.

The authority travelled with a caravan of 19 animals. The men (1 European and 11 natives) carried ordinary water-bottles. No water was taken for the animals. The caravan was dependent on the country for all supplies.

The weather at the time was on the whole cool and bracing. It was warm in the plains at noon, but not uncomfortable. There were violent thunderstorms and heavy falls of rain under the Sinjar hills.

It is said that animals are not infrequently killed by lightning in this region.

On the line taken by the caravan the surface was found to present no difficulties for motors as far as the stone bridge some 3 hrs. beyond Tel A'far on the way to El-Khān. Farther on, where the road skirts the foot-hills of the Sinjar to a point about 5 hrs. beyond Beled Sinjar, there was rough going in places, and a good many streams, some with high, steep banks, had to be crossed ; but it seems that wheeled traffic could pass. After the Sinjar foot-hills were left the line followed across the Jezireh was apparently passable, and generally quite easy, for wheels, the surface being firm. The Khabūr, however, is an obstacle, as it is unfordable, at any rate during the greater part of the year. (It seems probable that wheeled transport passing S. of the Sinjar would find the more southerly line by 'Ain el-Ghazal and El-Bidhā (vol. iii, *Route* 49 a) easier than that described below, as it would avoid the rough going under the foot-hills.)

The chief difficulty of the route lies in the lack of water, (a) between Mosul and Tel A'far, a distance of about 35-40 m. (but here there is a more northerly route which is better watered), and (b) between the Sinjar foot-hills and the Khabūr, a stretch of about 50 m., where the supply is both very scanty and bad. Some details will be found below. Under the Sinjar hills are many streams, the water of which is quite drinkable, though somewhat saline. The water of the Khabūr is good.

If the Yezidis of the Sinjar were friendly a considerable quantity of supplies might be collected at Beled Sinjar, drawn partly from the plain and partly from the hills. Only small amounts could be expected from the settled population of Tel A'far and from the cultivators of the Khabūr valley. It would depend on the movements of the pastoral tribes of the plains, on the attitude of the Yezidis of the hills, and also on the season, whether meat in any quantity could be procured.

For fodder a good deal of *bhusa* and barley might be collected from the neighbourhood of Sinjar (including the adjoining hill-country). At Tel A'far and in the Khabūr valley little would be obtainable except at harvest time. There is some grazing in spring along or near parts of the route. The best appears to be in the plains south of the Sinjar hills ; elsewhere such pasturage as exists appears to be generally rather poor.

There is hardly any fuel in the plains except some scrub here and there, but there is said to be a good supply in the hills.

The Yezidis seen on this journey were well armed with breech-loaders, and appeared to be much better shots than most Mesopo-

tamian Arabs. The Sinjar Yezidis have the reputation of being ready to face odds, and seem to be regarded with awe by their Moslem neighbours.

(a) **Mosul—Tel A'far.**

(i) Time, 13 hrs.

The line followed by the authority may have been on or near the southern route described in Vol. III, pp. 309–10. The surface was hard and presented no obstacles to motor traffic; but the stretch would be difficult for infantry, and in a lesser degree for cavalry, owing to lack of water. (An alternative route, (ii) below, is better watered.)

Mosul was left by a well-defined road heading W. and rising by an easy gradient. It led at first through shallow marble quarries. There was marble outcrop on the surface here, and the road would be firm and good even after heavy rains. After the rise had been topped, undulating country, crossed by low ridges with easy gradients, was traversed. In the shallow valleys there was some little cultivation dependent on rainfall. The pasturage was scanty. A line across country was followed, and no watering-places or inhabitants were seen until at $7\frac{1}{2}$ hrs. from Mosul a halt was made near some 80–90 Arab tents. Here sweet water was plentiful from shallow rain-pools, which would dry up in the summer. There was no well. Pasturage was good, and there was some cultivation. No fuel or supplies could be obtained. From here to Tel A'far ($5\frac{1}{2}$ hrs.) the country was uninhabited and without vegetation or water. The surface was firm with outcrops of rock. No landmarks.

(ii) Alternative route: from information given by a Turkish *zaptieh* who had guided a detachment of cavalry (160 sabres), with 2 guns, over it in winter. The road seems to be approximately the northern route described in Vol. III, pp. 308–9, and *Supplement to Vol. III*, p. 93. It is better watered than route (i).

Time, 9 hrs.; but the detachment was moving at a pace much faster than that of a caravan; 'say about 4 m. p. h.'

From Mosul a well-marked track was followed in a NW. direction to 'Tel Mahria' (Abu Miriam? see vol. iii, p. 309), which was reached at 6 hrs. from Mosul. Good and plentiful water found here, but fodder and provisions were scarce. From 'Tel Mahria' the road led SW. through undulating country to Tel A'far. At a short distance from 'Tel Mahria' one of the guns stuck in a wadi, but was extricated without difficulty.

Tel A'far. Fruit and vegetables are grown in the irrigated gardens about the town, but no considerable quantity is available for supplies. Barley and straw for fodder are obtainable, but only in small quantities except at harvest-time. Fuel is very scarce.

The water from the stream was reported abundant and sweet. (According to another authority it tastes slightly of sulphur; compare *Supplement to Vol. III*, p. 93.)

In the gardens W. of the town are some deep, narrow irrigation ditches, that would need ramping for wheels.

The Turkoman inhabitants of Tel A'far have several summer villages in the plains. In 1913 they appeared to be poorly armed in comparison with the southern Mesopotamian tribes. They are divided into two main factions much given to quarrelling.

(b) Tel A'far—El-Khān.

Time, $7\frac{1}{2}$ hrs.

This stage is described as being, in spring, well watered and easy for all traffic. The streams under the Sinjar hills are generally rather saline, but quite drinkable. The road is well used, and the surface appears to be generally good, but rather rough near the Sinjar foot-hills in the second part of the stage.

On leaving Beled Sinjar the road apparently inclines somewhat N. at first. It is flat as far as the stone bridge mentioned below. The E. end of the Sinjar hills at first serves as a landmark. On the r. is a line of ridges running NW.-SE.; the road at first runs close to a ridge. On l. is an undulating plain with cultivation; several isolated mounds to S. A village is passed, occupied in summer by Tel A'far Turkomans.

Before the road had passed the ridge, 3 fair-sized but shallow streams were crossed. (Streams hereabouts run NE.-SW.) At 3 hrs. from Tel A'far a larger stream (fordable at the time) was crossed by a stone bridge about 40 ft. long. On the bank of this stream to r. about $\frac{1}{2}$ m. from the bridge is a village, inhabited in summer by Tel A'far Turkomans, at the foot of a conspicuous mound.

Pasturage good about here. Some 150 horses and an equal number of cattle were seen grazing in a confined space; probably they had been collected owing to tribal fighting in the neighbourhood. No camels and only a few sheep were seen.

From the bridge-head the road, which is well defined, inclines more to W. It rises gradually by easy gradients. The surface is good and firm; outcrops of rock appear as the foot-hills of the Sinjar range are approached. At the foot-hills the road takes a due W. direction well above the plain to S., from which it is separated by a belt of barren, undulating country about 5 m. across. A large Shammār encampment was seen in the plain, from which it was inferred that grazing there was good. Lake at E. end of Sinjar range visible. The going under the foot-hills was rough for wheeled

traffic. Several small streams were crossed; in places these run between high, steep banks; height of banks up to 12 ft. The road here is easily dominated from the hills.

El-Khān; disused khan, stone-built.

In spring ample water-supply from streams in neighbourhood. At certain seasons considerable quantities of meat might be obtained if pastoral tribes were in the neighbourhood and the inhabitants of the hill-country were friendly. Only small amount of fodder would be obtainable. Scrub for firewood could be had near El-Khān; good supplies of fuel could be obtained from the hills.

(c) **El-Khān—Beled Sinjar.**

Time, 6 hrs.

A clearly defined track, well watered, but rough for wheeled transport, runs below the foot-hills from El-Khān to Beled Sinjar. The road is intersected by a number of mountain streams, which in places pass through deep cuttings; height of banks up to 12 ft. Several villages (mostly inhabited by Yezidis) were passed; they became more frequent as Beled Sinjar was approached. There was some good cultivation in the neighbourhood, especially where the foot of the hills merges in the plain without barren intervening uplands.

Beled Sinjar. The water in and near the town is abundant, but strongly saline. The land about Beled Sinjar is well cultivated. Meat would be obtainable under the same conditions as at El-Khān. Fodder is much more plentiful than at El-Khān; for large quantities the hill-country might be drawn on. A little fuel is available locally, but only enough for caravans.

There are the remains of many old forts on the neighbouring hills. There is at least one underground passage here; its purpose and extent are not known, but there are many local legends about it.

The inhabitants of Beled Sinjar are Yezidis, Kurds, and Turkomans, the first-named predominating.

(d) **Beled Sinjar—Umm edh-Dhiban.**

Time, 9½ hrs.

In 1913 the usual route for caravans and wheeled traffic did not pass by Umm edh-Dhiban, but was reported to run 'about 7 hrs.' away in the plain to S.¹

¹ The information as to routes between Beled Sinjar (or 'Ain el-Ghazal) and the Khabūr is very unsatisfactory. The country is trackless, and there are few landmarks. Different travellers have taken more or less different lines, the relations between which are difficult to make out.

It seems that before the war there were two main cross-country approaches from Beled Sinjar (or 'Ain el-Ghazal) to the Khabūr, *en route* for Deir ez-Zor:

(i) *Via* El-Bid'ah to the Khabūr at Fadgham, and thence down the l. bank

On this stage there is rough going. While the route follows the edge of the hills it is difficult, though not impassable, for wheeled traffic. This part of the stage is well watered. After the Sinjar hills have been left, the route as far as the Khabūr is very badly supplied with water, and is described as being for that reason 'very difficult though passable by forced marches in the cold season only'.

In the neighbourhood of Beled Sinjar there are a few villages and many camps, mostly Yezidi. Between the foot of the hills and Umm edh-Dhiban the country appears to be shared by Yezidis, Kurds, and Arabs, but the first-mentioned were not found far from the hills.

The road skirts the hills for 5 hrs.: wadis frequent at first. Then a southward bend is made, and the route runs over trackless desert, barren, waterless, and high-lying.

Umm edh-Dhiban. *Zaptieh* post. Barracks, built 1910-11, with accommodation for 30 men: no other houses. Water from 1 draw-well; quantity sufficient only for a small party, and quality bad. (This corrects *Supplement to Vol. III*, p. 96, under *Route 49 d*. Umm edh-Dhiban appears to be the name (i) for a wadi, (ii) for this *zaptieh* post protecting a well.) The nearest supply of good water is said to be 6 hrs. distant; direction not given.

(e) **Umm edh-Dhiban—Shedādi.**

Time, 13 hrs.

No track; no landmarks observed. No water for a large party until the Khabūr is reached.

The route lies over firm, pebbly ground, without vegetation and uninhabited.

A spring of water heavily impregnated with sulphur was reached at about 8½ hrs. from Umm edh-Dhiban. It lies at the bottom of a deep gully commanded by a high ridge. The water is drinkable

of the river to Sawwār, where the river was crossed. This was apparently the usual caravan and carriage route in 1913-14. (See Vol. III, *Route 49 a*, and *Supplement to Vol. III*, p. 94. (There seems to be no available description of a route from Beled Sinjar to El-Bid'ah. It appears that if the line by El-Bid'ah was taken it was usual to leave Beled Sinjar some miles to N. and go by 'Ain el-Ghazal.

(ii) *Via* Umm edh-Dhiban to the Khabūr at Shedādi, where the river was crossed. This seems to have been the route usually followed until about 1911. See description here given in text; also Vol. III, *Route 49 b*, and *Supplement to Vol. III*, pp. 95-7. This goes from Beled Sinjar, skirting the foot-hills past Wurdī, to the neighbourhood of Ghiran (Sekenik), and then strikes SW (or SSW.?) across the plain to Umm edh-Dhiban, whence it proceeds by 'Ain el-Hawasiyeh to Shedādi.

Both routes are very badly supplied with water as far as the Khabūr. The southerly route has the advantage of avoiding rough going under the Sinjar hills.

by Arabs, not by Europeans. It was drunk by animals not accustomed to desert wells. (There is no means of identifying this spring. It appears to be nearer the Khabūr than the Wādī Qasabeh, which lies under the Jebel Jereibeh. It may be El-Mu'allaqāt, or the spring marked ESE. of El-Mu'allaqāt on the W.O. Map, sheet 31, or 'Ain el-Hawasiyeh, or some spring not mentioned in other authorities. Compare Vol. III, *Route 49 b*, and *Supplement to Vol. III*, p. 96.)

Beyond this spring fewer ridges were passed; the country as far as the Khabūr was undulating, barren, and uninhabited.

Shedādi. Here the Khabūr was found to be about 60 yds. broad, unfordable, and running with a slow current. Rope-ferry (*shakhtūr*).

A few scattered houses, mostly on the l. bank of the river. Patches of ground along the banks are irrigated by water-wheels. A small quantity of fodder might be obtained, but would have to be collected from the cultivators, as there is no market at Shedādi. Good and plentiful water from the Khābur. A small amount of fuel could be had from some sparse willow-vegetation.

(f) **Shedādi—Sawwār.**

An easy, well-watered stage.

The road runs S. along the r. bank of the Khabūr, at a short distance from the river. The surface was found to be firm, and no obstacles were met with. Ridges were passed here and there. The ground on the r. bank slopes more steeply to the river than on the l., and in places falls abruptly to the water's edge. There is a narrow, non-continuous border of cultivation along the river-side. Only the neighbourhood of the bank is capable of irrigation; the cultivated area extends in places to a maximum depth of $\frac{1}{4}$ m. On the l. bank there are small scattered camps and farms; on the r. bank there are very few inhabitants.

Sawwār. The usual crossing-point on the Khabūr for Mosul caravans (see p. 120, footnote). River here about 66 yds. wide, with easy approaches. Ferry as at Shedādi (3 *shakhtūrs*, all in poor condition).

Shedādi is a small hamlet of about 12 houses. There is no khan. No supplies worth considering.

(g) **Sawwār—Deir ez-Zor.**

A long but easy stage over barren country. The road, which is well used, has a firm, good surface. It passes in the first few miles over small pebbly ridges and then across undulating plains. Away from the road there is bad going, especially at about $3\frac{1}{2}$ hrs. from Sawwār, where many deep holes, 'apparently well-borings', were noticed.

As the Euphrates was approached flocks were seen, but the pasturage was scanty.

CORRECTION TO SUPPLEMENT TO VOL. III, p. 94.

In the *Supplement to Vol. III*, p. 94, corrections and additions to *Route 49 a*, alternative route (b), Mosul—Tel es-Sawwār;

Distance of **Gadana** from Mosul should be 26 m. (not 36 as in text), and subsequent distances should all be 10 m. less than in text. Total distance, 152 m.

ROUTE 92 b (pp. 258–60)

MOSUL—NISIBIN

Via SAMUKHA

m. 80. For '**Bekrān**' read: '**Bukrāh**'.

ROUTE 93 a (pp. 261–4)

JEZĪRET-IBN-OMAR—NISIBIN

NORTHERN ROUTE

m. 59. **Latifeh**. This is probably 'Lutfeh' mentioned in a German report on the Mosul—Nisibin road. (See additions to *Route 91*, Appendix 4.)

ROUTE 93 b (pp. 264–7)

JEZĪRET-IBN-OMAR—NISIBIN

SOUTHERN ROUTE

m. 61½. **Tel esh-Sha'ir**. This village lies on the Mosul—Nisibin road above. See (additions to *Route 91*, Appendix 4.)

m. 63. **Ghirkezira**. This is perhaps the 'Yerikissan' mentioned in a German report on the Mosul—Nisibin road; but

Yerikissan is placed $4\frac{1}{4}$ m. from Tel esh-Sha'ir, and is reported as having only 1 well. (See above, additions to *Route 91*, Appendix 4.)

m. $69\frac{1}{4}$. **Latīfeh.** Probably 'Lutfeh' on the Mosul—Nisibin road. (See above, additions to *Route 91*, Appendix 4.)

ROUTE 94 (pp. 268–70)

NISIBIN—MARDĪN

Introduction. *Add:* 'On the Baghdad Railway W. of Nisibin see below, pp. 163–6 (corrections to pp. 412–17 in text).'

m. 17. **Amūdeh.** *Delete* 'There is a route . . . to Nisibin, 9 hrs.' *and substitute:*

'For routes from Nisibin to Derbesiyeh or Ras el-'Ain *via* 'Amūdeh see additional *Routes 94 b*, *94 c*, below.'

p. 270. *Add:*

ADDITIONAL ROUTE 94 b

NISIBIN—DERBESIYEH

Via TEL HELIF

This road was used by the Turks in the summer of 1917 when Derbesiyeh was rail-head. It is practicable for motors except during the rainy season. Details from a German report of 1917. On the railway between Derbesiyeh and Nisibin see below, pp. 163–5 (corrections to pp. 412–17 in text).

Miles from
Nisibin

0	Nisibin.
$5\frac{1}{2}$	Kharāb.
$8\frac{3}{4}$	Serchikhen ; 2 wells; a third well under construction in 1917.
$12\frac{1}{2}$	Shorik ; 1 well.
15	Hasdek ; 2 wells with bad water.
$18\frac{3}{4}$	'Amūdeh ; more than 20 good wells; it was intended in 1917 to make arrangements to facilitate watering.
22	Yengijeh ; 3 wells.

Miles from
Nisibin

24	Tel Helif ; 1 well with good water.
29	Tel Shehr ; good springs.
30½	Khānek ; good springs.
36½	Derbesiyeh ; 10 wells with good water. (Derbesiyeh is apparently 'Girbeshk' on W.O. Map, E.T.A., sheet 25, almost due W. of Tel Helif.)

ADDITIONAL ROUTE 94 c

RAS EL-'AIN—NISIBIN

Via TEL ERMEN

March of German artillery detachment (M.G. and Hotchkiss), June 1916. (This route was used when Ras el-'Ain was rail-head.)

Ras el-'Ain.

Jirjib esh-Shammār, 3 hrs.

Heishehri, 5½ hrs. Water from well.

Tel Ermen, 4½ hrs. Water from stream.

'Amūdeh, 7¼ hrs. (Distance from Tel Ermen probably about 25 m. A Turkish detachment took 11½ hrs. on this stage.)

Nisibin, 5 hrs. (Distance from 'Amūdeh, 17–19 m. A Turkish detachment took 9 hrs. on this stage.)

For further details, (i) on the stretch Ras el-Ain—Tel Ermen see *Route 126*, m. 56–m. 12¾; (ii) on the stretch 'Amūdeh—Nisibin see additional *Route 94 b* above. The total distance of the route is probably about 85–90 m.

ROUTE 95 a (pp. 270–2)

MARDĪN—DIARBEKR

Via KHĀNEKI

The distance given in the text for the stretch Mardīn—Sheikhān may be somewhat too short. The following mileages are taken from a map by M. Aublé (1:400,000).

Miles from Mardin	
0	Mardin.
8	'Omar Agha.
15	Sheikhān.
26 $\frac{1}{4}$	Avgaor.
29 $\frac{1}{4}$	Khāneki Yuqāri.
33	Khāneki Ashaghi.
38 $\frac{1}{2}$	Cross the Gök Su.
41 $\frac{1}{4}$	Khānaq Punār.
47	Shukerli.
53 $\frac{1}{2}$	Kiabi ('Kabi' in text). The authority followed in the text mentions a village of this name as being on the r. bank of the Tigris ; others place it on the l. bank.
56 $\frac{1}{2}$	Diarbekr.

ROUTE 96 a (pp. 276-8)

JEZĪRET-IBN-'OMAR—MIDIAT

Authorities. *Add :* Sketch-maps by various authorities.

The distances given in the itinerary are those of the original route-report. They are probably overestimated, and are considerably in excess of those given by the route-map accompanying the report. The following is an outline taken from the route-map :

Miles from Jeziret- ibn-'Omar	
0	Jeziret-ibn-'Omar.
1 $\frac{3}{4}$	Basisk.
6	Ansar.
14	Azekh.
17	Selakun.
21	Midih.
26 $\frac{3}{4}$	Deir Mashimun.
29	Basebrina.
32	Kefr Bey.
33 $\frac{1}{4}$	Deir el-Ahmar.
38	Sheikh Khān.
44	Muzeizeh.
49	Midiat.

ROUTE 98 a (pp. 283-5)

MIDIAT—MARDĪN

*Via APSHI**Authorities. Add: Chermside, sketch-map.*

The distances for this route are perhaps underestimated. The following are taken from a sketch-map of 1879.

Miles from Midiat	
0	Midiat.
2	Estel.
12½	Apshi.
17½	Zernoka.
23½	Khirbeh Qal'ah.
31	Maserta.
45½	Mardin.

ROUTE 98 b (pp. 285-6)

MIDIAT—MARDĪN

Via YEZDI

The following outline is taken from Chermside's sketch-map.

Miles from Midiat	
0	Midiat.
2	Estel.
3	Road forks.
5½	Kefr Hawar.
11	Siti.
21½	Khawaraki (Khawarilek?).
23½	Reshwaneh.
26½	Turri.
43½?	Mardin.

ROUTE 99 (pp. 287-8)

MIDIAT—HASAN KAIF

The distances given in the text are perhaps a little overestimated. According to the original route-map **Derindib** is at m. 10, **Kefr Joz** at m. 14, the Kefr Joz Chai is crossed 1 m. farther on, and the road from Mardin to Hasan Kaif (*Route 100*) joins at m. 17. The total distance by the map is $29\frac{1}{2}$ m. Other sketch-maps make the distance a little less.

ROUTE 100 (pp. 288-90)

MARDİN—HASAN KAIF

Via KULLITH

Chermside's sketch-map makes the distance from Mardin to Sor 18-20 m., Sor to Kullith 6 m., Kullith to Teffeh 8 m., and Teffeh to Hassan Kaif 23 m.; total 55-57 m.

ROUTE 101 (pp. 290-2)

MIDIAT—DIARBEKR

m. $15\frac{1}{2}$. **Hulda.** 'At some point . . . the track . . . strikes the Mardin—Hasan Kaif road.'

The road forks 2 m. beyond Hulda. The r.-hand branch joins the Mardin—Hasan Kaif road (see *Route 100*) about 1 m. W. of Teffeh, the l.-hand branch about $1\frac{1}{2}$ m. farther on.

ROUTES BETWEEN THE PLAIN OF DIARBEKR AND THE MOUNTAINS TO NORTH AND WEST (pp. 293-323)

ROUTE 102 a (pp. 293-9)

DIARBEKR—SAIRT

Via Hop

Authorities. Add: Sketch-maps of 1899, 1900, and 1903. Hommaire de Hell, *Voyage en Turquie et en Perse*, vol. iv, 1846.

- m. 20. For 'Küchük, Kemballu' read: 'Küchük Kemballu'.
- m. 26½. According to the sketch-map of 1903 **Qurukji** is on the l. (i. e. near) bank of the river (see *Route* III G, m. 37? and corrections).
- m. 31½. The 1899 sketch-map puts **Kuchan** village to r. of the road, not on the l. as in the text.
- m. 35½. The **Hazro Su** is also called **Salat Su**.
- m. 43. The 1899 map gives the width of the canal at Giresera as 10 ft. and the depth 3 ft.
- m. 59. For 'Zanqah, Kacho,' read: 'Zanqah Kacho'.
- m. 69¼. Delete 'pass' after 'Khatimah'.
- m. 74¾. For '1 m. to' read: '1 m. to r.'
- m. 77½. According to the 1899 map **Kotib** village is 2¾ m. to r., not 1 m. as in the text.
Add: '**Telan** village lies near this point on the road.'
- m. 88. From the ford over the Keser Su a road branches to r. to Bitlis (see *Route* 85, m. 65½). **Keser** village, 2 m. upstream of the ford, is the **Keseri** of *Route* 85, m. 66½.

ROUTE 102 b (pp. 300-2)

DIARBEKR—SAIRT

Via RIDHWÂN AND THE NASR ED-DÎN KÖPRÜ

Authorities. Add: Sketch-map of 1900.

- m. 71. **Hafik** lies ½ m. to l. of the road, about 4½ m. from Ridhwân. A road comes in here on the l. from the track from Ridhwân to Sairtan referred to higher up the page (m. 71, track (1)).
- m. 78½. The water at Bel Ekmek is good.

ROUTE 103 a (pp. 302-8)

DIARBEKR—ZIYĀRET WĀ'IZ EL-QUR'ĀNI

Via FARQĪN AND ZOKH

Authorities. Add: Sketch-maps of 1899, 1900. Handel-Mazzetti's map in Petermann's *Mitteilungen*, vol. 58 (ii) (journey of 1912). Hommaire de Hell, *Voyage en Turquie et en Perse*, vol. iv, 1846.

Introduction. Add: 'The country between Diarbekr and Farqīn is generally easy and there are a number of alternative routes. The outline given below is from a route-map of a journey in 1910, which shows one of these alternatives from Diarbekr to Husein Kōi. It fords the river and, crossing the route detailed in the text, keeps some distance S. of it.

Miles from Diarbekr	
0	Diarbekr.
5	Qara Bāsh.
6 $\frac{1}{4}$	Cross a stream.
7 $\frac{3}{4}$	Jirnik.
10 $\frac{1}{4}$	Cross the 'Ambar Chai. General direction ENE. across a number of streams draining southwards to the Tigris.
10 $\frac{3}{4}$	Javukli on l.
14 $\frac{1}{2}$	Sheikh Kōi on r. ; Arabseh $\frac{1}{2}$ m. to l.
16	Haidali Kōi on l.
17 $\frac{1}{2}$	Khān Bāzār $\frac{1}{2}$ m. to l.
20	Aslam Oghlu.
21 $\frac{1}{2}$	Kerik ?
24	Safia (Sofyan ?).
27 $\frac{1}{2}$	Reshik.
29	Kaik.
32 $\frac{1}{2}$	Husein Kōi.'

m. 37-m. 54. **Husein Kōi—Farqīn.** The distance between these places, according to the 1910 map, is about 15 m.

m. 54-m. 68. **Farqīn—Batman bridge.** The distance over this stage, by the 1910 map, is about 11 $\frac{1}{2}$ m. instead of 14 as in the text.

m. 77-m. 87. **Melkishan—Reshkan.** The 1899 sketch-map makes the distance over this stage 11 $\frac{1}{2}$ m.

- m. 87-m. 96½. **Reshkan—Zokh.** By the 1899 map the distance for this stage is 7 m.
- m. 96½. The following outline of a track from Zokh to join the road from Diarbekr to Sairt *via* Sairtan is taken from the 1910 map.

Miles from Zokh	
0	Zokh. Direction ESE.
1	Bada on r.
2¾	Cross a tributary of the Hazo Su.
4½	Berar. Cross another tributary.
6	Shrine on r. Zokhait 1 m. to r. About here apparently is the watershed between the Hazo Su and Bitlis Su. The T.L. comes in on the r. Direction changes to SE. Several streams are crossed.
9¾	Telan. Here the main road from Diarbekr to Sairt <i>via</i> Sairtan is joined (see <i>Route 102 a</i> , m. 77½ and corrections).

ALTERNATIVE ROUTE (i) (pp. 306-7)

Introduction. Add: 'The T.L. accompanies the road for some miles.'

m. 72½. For 'ascent and descent' read: 'descent and ascent'.

m. 73-m. 77. *Between these mileages insert:*

'm. 76. T.L. diverges to l. (see also corrections to *Route 103 b*, m. 53).'

m. 83. About 1 m. beyond the crossing of the tributary noted in the text the road forks, near the ruins of **Kelkokh** village. The r.-hand branch, after about 1 m., passes through **Takhari** village and joins *Route 103 b* about ½ m. farther on, ½ m. due N. of the village of **Gubin**. The l.-hand branch joins *Route 103 b* at **Hegera** village, about 1½ m. from the point where the road forks and 2 m. NE. of **Gubin** (see also corrections to *Route 103 b*, m. 53).

ALTERNATIVE ROUTE (ii) (pp. 307-8)

m. 95. For '**Skerdan**' read: '**Skevdan**'.

m. 110½. According to the 1900 map the low col crossed before the descent to the plain of Ziyāret is about 6 m. from the bridge at m. 106 instead of 4½ m. as in the text.

ROUTE 103 b (p. 308)

DIARBEKR—ZOKH

Via THE DESHT-I-KERI

Authority. *Add*: Hommaire de Hell, *Voyage en Turquie et en Perse*, vol. iv, 1846.
Sketch-maps of 1899 and 1900.

The route outlined below is taken mainly from the account given by the 1846 authority, who seems to have followed the track indicated in the text.

The distances must be regarded as only roughly approximate.

Miles from Sinan	
0	Sinan (see Route 102 a, m. 41).
1½	Zorik (Zorkan?).
2	Klaisira (Giresera?).
4¾	Hut village on knoll to l.
6½	Teimy , small Kurdish and Armenian village.
8½	Iseirezon , fair-sized village on a knoll.
12½	Sersy , fairly large village.
13½	Ascent begins.
14	Reach the level of a plateau.
14¾	Descent from the plateau.
20½	Small village on a small tributary of the Yesidh Su or Gheresen (Kharzan?) Su .
21	Cross the main stream; water (in October) girth-deep.
23	Shikonus , small village.
25½	Deserted village.
27½	Kaniparet (Kanibarasi?) village.
28¾	The Yesidh Su disappears from view.
30	Ascend a small hill.
30½	Zaphan , small village.
31	Higher plateau.
33	Dara , small village. Track ascends.
35	Zokh .

m. 53. *Add*: 'The alternative road from *Route* 103 a joins the road over the Desht-i-Keri by 2 branches. The more westerly of these comes in on the l. about 3 m. from the point at which the track begins to descend from the plateau, and ½ m. due N. of the village of **Gubin**. This branch

continues through Gubin village and then E. to the Hazo Su, the r. bank of which it follows till it joins *Route 102 a* just before the latter crosses the Hazo Su. The eastern branch joins *Route 103 b* at **Hegera** village, about 2 m. NE. of Gubin. This branch continues SE. to join the other branch near the r. bank of the Hazo Su (see also corrections to *Route 103 a*, alternative (i), m. 83).'

ROUTE 104 (pp. 309–10)

DIARBEKR—LIJJEH

Authority.—*Add*: Sketch-maps of 1900 and 1902.

- m. 11. The altitude at the crossing of the 'Ambar Chai is given by the 1902 map as 1,800 ft.
- m. 17 $\frac{1}{2}$. **'Ali Bardaq.** *Add*: 'Alt. 2,400 ft.'
- m. 20 $\frac{1}{4}$. There is a fountain on the l. side of the road about $\frac{1}{2}$ m. beyond Marmar.
- m. 23. According to the 1902 map **Bubayān** is $\frac{1}{2}$ m. to l. of the road and **Arpa Deresi** $\frac{3}{4}$ m. to r.
Add: 'Alt. 2,500 ft.'
- m. 32 $\frac{1}{4}$. *Add*: 'Alt. 2,550 ft.'
- m. 32 $\frac{1}{4}$ —m. 35. *Between these mileages insert*:
'm. 34 $\frac{1}{4}$. Ascend over a wooded limestone ridge. Alt. 2,975 ft.'
- m. 35. **Fis plain.** *Add*: 'Alt. about 3,000 ft.'
- m. 37. According to the 1902 map Fis is about 1 $\frac{1}{4}$ m. to r., not $\frac{1}{2}$ m. as in the text.
- m. 43 $\frac{1}{2}$. About here a cart-road comes in on the r. (see corrections to *Route 105*, m. 36).

ROUTE 105 (pp. 310–12)

BATMAN BRIDGE—LIJJEH

Authority. *Add*: Sketch-map of 1900.

- m. 3. The altitude of the **Mughur** plain, according to the map, is 2,160 ft.
- m. 9. The altitude of **Berwan** is given as 2,620 ft.
- m. 31. The map marks a spring at **Bamituni.**
Add: 'About $\frac{1}{2}$ m. beyond Bamituni a road fit for wheels

branches to r., crossing the Lijjeh Su after about $1\frac{1}{2}$ m. and crossing the track described in the text about $4\frac{1}{2}$ m. farther on. The present route runs W. along the foot of the hills.'

- m. $34\frac{1}{2}$. For '(See Route 106, m. $16\frac{1}{2}$)' read:
'(See Route 106, m. $25\frac{1}{2}$)'.
m. 36. About $1\frac{1}{2}$ m. beyond this point the cart-road from Bamituni crosses from the r. (see correction to m. 31 above). It joins the Diarbekr—Lijjeh road after about 4 m. (see corrections to Route 104, m. $43\frac{1}{2}$).

ROUTE 106 (pp. 312–13)

FARQIN—LIJJEH

Authority. Add: Sketch-map of 1900.

- m. $10\frac{1}{4}$. The **Salat Su** in its upper reaches is called the **Hazro Su**, from the important village noted at m. $16\frac{1}{2}$ of the text.
m. $16\frac{1}{2}$ —m. 24. **Hazro—Amtaka**. The map gives the distance between these two places as 9 m. Shimshim is about 5 m. from Hazro.

ROUTE 107 (p. 314)

DIARBEKR—HAINI

Authority. Add: Sketch-maps of 1899 and 1902.

- m. 32. According to the 1899 map the two wells noted under this mileage come at about m. 29. The single well mentioned two lines lower down in the text should be placed at about m. $31\frac{1}{2}$.
m. $36\frac{1}{2}$?—m. 40? For 'm. $36\frac{1}{2}$?' read: 'm. 34'.
For 'm. 37?' read: 'm. $34\frac{1}{2}$ '.
For 'm. $37\frac{1}{2}$?' read: 'm. 35'.
For 'm. 40?' read: 'm. $37\frac{1}{2}$ '.
m. 40?. Tracks run from Haini to Dār-i-Yeni and Palu (see p. 322, (ii), with corrections, and (iii)).

ROUTE 108 (pp. 315-16)

DIARBEKR—PĪRĀN

Authority. Add: Sketch-map of 1902.

- p. 316. *Note.* According to the original route-report **Salmana** village lies about $25\frac{3}{4}$ m. from Diarbekr. The map makes the distance slightly longer, about $26\frac{1}{2}$ m. **Dibeneh** village, mentioned lower down the page is 12-13 m. from Aq Veirān Kebir, not 15-16 m. as in the text.

ROUTE 109 (pp. 316-18)

Authority. Add: Sketch-map of 1902. Handel-Mazetti's map in Petermann's *Mitteilungen*, vol. 58 (ii) (journey of 1910).

- m. $11\frac{1}{2}$. According to the 1902 and 1910 maps the distance to the crossing of the **Deveh Gechid Su** is about 14 m. instead of about 12 as implied in the text.
- m. $11\frac{1}{2}$ -m. 24. The distance between the crossing of the Deveh Gechid Su and **Tarmil** (about 12 m. according to the text) is given by the 1910 map as 10 m. and by the original route-sketch of 1902 as $11\frac{1}{2}$ m.
- m. $34\frac{1}{2}$. The route-report followed in the text states that Arghana lies to l. of the road. Both the 1902 and 1910 maps mark it on the r.
- m. $41\frac{1}{2}$. **Kalām Khān** seems to be more commonly called **Kalender Khān**. The stream crossed at this point is the **Arghana Su**, one of the main branches of the Tigris.
- m. 46. The Tigris in this part of its course is the Arghana Su (see m. $41\frac{1}{2}$ above).

ROUTE 110 (pp. 319-20)

DIARBEKR—CHERMUK

Authority. Add: Sketch-map of 1902

- m. 25. **Qaba Saqal**. *Add:* 'Alt. 2,300 ft.'
- m. $32\frac{1}{2}$. **Mezrā**. *Add:* 'Alt. 2,500 ft.'

ROUTE 111 a (pp. 320-1)

SEVEREK—CHERMUK

Via AGHAJ KHĀN*Authority.* *Add:* Sketch-map of 1902.

ROUTES 112 a, b (pp. 322-3)

ACROSS THE EASTERN TAURUS BETWEEN THE REGION
OF DIARBÉKR AND THE MURĀD VALLEY

line 4. For '(see Route 85, m. 82½)' in the reference to the Bitlis pass, read: '(see Route 85, m. 100)'.

line 7. For '(see Route 107 at end)' in the reference to the Diarbékr—Kharput *chaussée*, read: '(see Route 109 at end)'.

(a) MOUNTAINS BETWEEN BITLIS AND ARGHANA MA'DEN

(i) For 'Pasen' read: 'Pasur'.

(ii) The Lijjeh—Dār-i-Yeni route is joined by tracks from Haini.

ROUTES BETWEEN THE LINE DIARBEKR-- MARDİN AND THE EUPHRATES

ROUTE 113 (pp. 324-8)

BIRIJIK—DIARBEKR

Via HOVEK AND SEVEREK

- m. 65 $\frac{1}{4}$. **Qara Jüren.** *For 'The route from Urfeh to Severeke joins here' read 'Road and T.L. from Urfeh join here'.*
m. 79 $\frac{3}{4}$. *For 'Road and T.L. come in r. from Urfeh' read 'Road from Urfeh joins here'.*

ROUTE 114 (pp. 329-30)

SEVEREK—GERGER

- m. 29 $\frac{1}{2}$. **Gerger.** *For 'alt. 2,200 ft.' read 'alt. 3,200 ft.'*
Gerger Kalessi. *For 'E. (88°)' read 'NE. (38°)'.*

ROUTE 116 c (pp. 336-7)

VEIRĀN SHEHR—MARDİN

Via MESHQŪQ

- m. 54 $\frac{1}{4}$. **Herzem.** *This is the same place as 'Khirzum' in Route 126,*
m. 7 $\frac{1}{2}$.

ROUTE 120 a (p. 348)

URFEH—SEVEREK

Via QARA JÜREN

Authorities. Add: Handel-Mazzetti's route-map in Petermann's *Mitteilungen*, vol. 58 (ii), 1912.

Introduction. Add: 'The T.L. follows this route.'

Add the following route:

URFEH—CHERMISH

'Miles from Urfeh	The following track is marked on Handel-Mazzetti's map.
0	Urfeh. Follow the Severeke road for about $7\frac{1}{2}$ m.
$7\frac{1}{2}$	Track to Chermish diverges to l., running N., while the Severeke road proceeds NNE.
$10\frac{1}{2}$	Chulmen on l. Cross 2 streams from r.
$11\frac{1}{2}$	Cross stream from r.
12	Cross the Wadi Tarhan and ascend over a spur.
$13\frac{1}{4}$	Shavash village on l. Tes Kharāb ruins $1\frac{1}{2}$ m. to r.
$14\frac{1}{2}$	Cross the Korkui stream.
$16\frac{1}{2}$	Stakhodli village. Cross 2 streams.
18	Chakmaleh village. Melisera village $1\frac{1}{4}$ m. to l.
$19\frac{3}{4}$	Hasanik village; cross several streams from l. [In this neighbourhood the track crosses the Birijik—Severeke road at about 3 m. NE. of Aqcheh Mejid (Route 113, m. $52\frac{3}{4}$).]
23	Sarinjok village on a stream from l.
$24\frac{3}{4}$	Nejaruk village. Cross 2 streams.
$29\frac{1}{4}$	Cross a stream flowing into the Euphrates and reach Chermish on the l. bank of the river.

ROUTE 122 (pp. 350-1)

URFEH—KILIK

- m. 28. **Hovek.** For 'Leaving Hovek the track runs W. for about 2 m. and then bends N. by W.' read 'Leaving Hovek the track runs SW. for about 2 m. and then W. by N.'

INTERIOR OF NORTHERN JEZĪREH, WEST OF THE JAGHJAGHA SU

ROUTE 126 (pp. 359–60)

MARDĪN—RAS EL-‘AIN

Introduction, 3rd paragraph. *Add:* ‘On the section between Tel Ermen and Ras el-‘Ain, forming part of a route between Nisibin and Ras el-‘Ain, see additional *Route 94 c*, p. 125 above.’

m. 7½. **Khirzum** = ‘Herzem’ in *Route 116 c*, m. 54½.

m. 27. **Hei Shehri.** *Add:* ‘Water from well.’

m. 56. **Ras el-‘Ain.** *Add:* ‘There is no recent account of Ras el-‘Ain. The following is taken from a description about 50 years old :

The village lies in a huge natural basin, the ground sloping gently to it from all sides. The ruins of the old town are situated on some low ridges bounding this basin on the N. The new village is built in the bed of the hollow in the immediate vicinity of, and between, two streams, the headwaters of the Khabūr, formed by 15 large sources. On the NE. are 10 springs, mostly small and lying close together. A narrow but very deep body of water issues from each, going to form the NE. branch of the Khabūr. On the S. and SW. are other springs, two of them warm. The most important of these southern springs are ‘Ain el-Hasan (about 1 m. round and of great depth) and ‘Ain el-Beidhā (about ½ m. SW. of ‘Ain el-Hasan and about 1 m. from the village). These waters combined with those of the other southern springs form the larger branch of the Khabūr which meets the northern branch about 1 hr. SE. of Ras el-‘Ain.’

ROUTE 132 b (pp. 371–4)

RAQQAḤ—HĀRRĀN

Via THE W. BANK OF THE BELIKH

Authorities. *Add:* Oppenheim’s map in Petermann’s *Mitteilungen*, vol. 57 (ii), 1911.

m. 30½. **Tel Hisheh** may be identical with Oppenheim’s Sheikh Is (or ‘Ais).

From Sheikh Is a track appears to run W. to Khirbet Hadleh (15 m.?), where it crosses the route from Harrân to Meskeneh (see m. 59 in text and corrections below). Beyond Khirbet Hadleh it runs to Kubashi (23 m.?), where it forks, one branch continuing W. to Tel Mas'udiyeh (42 m. ?; see *Route 133*, m. 40½), the other running rather more to the N. and reaching the Euphrates a few miles above Mas'udiyeh.

- m. 48. The route from Harrân to Meskeneh mentioned under m. 59 in text appears to branch to l. in this neighbourhood, not at m. 59.
- m. 59. *The paragraph 'A route between Harrân and Meskeneh . . . Mehlebiyeh, Meskeneh' should be transferred to m. 48.*

THE EUPHRATES VALLEY AND COUNTRY WEST THEREOF

Several additional routes for this area are given in the *Handbook of Asia Minor*, Vol. IV, Part 2.

ROUTE 133 (pp. 375-7)

MESKENEH—BIRIJK

Via THE L. BANK OF THE EUPHRATES

- m. 40½. *After* 'Here the river bends NW' *add*: 'and a track apparently comes in on the r. from the Belikh valley (see corrections to *Route* 132 b, m. 30½).'
- m. 49½. *Delete* 'it crosses near Sarikamish . . . some 40-50 m.' *and substitute*: 'This track apparently joins the Harrân—Meskenah track (see *Route* 132, m. 59) in the neighbourhood of Sarikamish.'

ROUTE 134 (pp. 377-9)

QAL'AT EN-NEJM—BIRIJK

Authorities. *Add*: *Publications of an American Archaeological Expedition to Syria, 1899-1900.*

Introduction. *Delete* 'Beyond the Sajur . . . neighbourhood' *and substitute*: 'From the mouth of the Sajur it seems usual to ascend the r. bank of that river for about 1 m. to a ford, and then proceed either *via*, or a little to the E. of, 'Osheriyeh (see *Route* 137, m. 64 and correction). In the district lying immediately N. of the Sajur mouth there were in 1879 neither villages nor traces of previous settlements.'

- m. 15. *Delete* 'On the ground . . . upstream' *and* 'Kirk Maghāreh . . . mouth.' *Add*: 'Track ascends the r. bank of the stream', *and after this entry insert*:
- 'm. 16. Ford across the Sajur.'
- m. 18? *Add*: 'Kirk Maghāreh is a Turkish cave-settlement. The caves are cut in a high cliff of gypsum which rises almost

perpendicularly from a deep gully with a small stream running E. to the Euphrates.'

- m. 22. *Add*: 'Much of the soil is covered with the thorny cotton-plant; good flocks of sheep and goats.'
- m. 28 $\frac{1}{4}$. For '**Chutluk**' read: '**Chütlük**.'

ROUTE 135 (p. 380)

BIRIJIK—RÛM QAL'AH

- m. 17 $\frac{3}{4}$. **Khalfati** is a place of about 2,000 inhabitants and the residence of a *kaimmakam*.
Above Khalfati the river emerges from a ravine formed by sheer cliffs which rise on the l. bank to a height of 900 ft.

ROUTE 136 (pp. 380-1)

MESKENEH—ALEPPO

For a reconstruction of the details of this route and additional information see *Supplement (Corrections and Additions) to Vol. III, Route 46*.

ROUTE 137 (pp. 382-3)

ALEPPO—TEL AHMAR

Authorities. Add: Publications of an American Archaeological Expedition to Syria, Part I, 1899-1900. Sykes, Sketch-map.

- m. 11-m. 18. *Between the entry under m. 11 and that under m. 18 insert*:
'm. 12 $\frac{1}{2}$. **Murrān**, village of some 60 huts of sun-dried brick and mud-plaster, with sharply pointed conical roofs.
m. 14. **Serj es-Saghir** (Serejah).
m. 15. **Serj el-Kebir**.'
m. 18. Tel el-Hal should probably be placed at about 16 $\frac{1}{2}$ m. from Aleppo instead of 18.
Add: 'There is a village called **Madyuni** on the road $\frac{1}{2}$ m. after Tel el-Hal, and another called **Deir Kak** 1 m. farther on.'
m. 29. The distance of El-Bāb from Aleppo is probably about 24 m. instead of 28 as given in the text.

The 'large village' on the opposite side of the valley from El-Bāb is **Bezaah**, not (as suggested in the text) Tedif. The latter is situated about 3 m. SW. of Bezaah and is a large, prosperous village, partly inhabited by Jews. The houses are well built and many of them are two stories high. The place is much visited by Jewish pilgrims, as tradition says that Ezra the Scribe dwelt here when he wrote his book of the Law.

A cart-road of some local importance runs from El-Bāb to Jerablūs. A few details of it are given below.

EL-BĀB—JERABLŪS

From El-Bāb the road to Membij crosses the **Dhahab** and ascends E. along one of its upper tributaries, passing Bezaah to r. At about 3 m. from El-Bāb it crosses a col and runs NE. over rolling downs. The country is fertile, with many villages. **Kubessin**, a Kurdish settlement, is passed (to l. of the road).

m. 40½. **Arimeh** should probably be put at about m. 36½. *Taking the latter as the correct distance to Arimeh, insert between this entry and the next (Membij):*

' m. 40. **Amberjik**, small Arab village, beside which there is a well about 100 ft. deep cut in the solid rock.

m. 47. **Umm es-Safa**, small village to l.

m. 48½. Cross a rise. View of Membij.'

m. 54. **Membij** appears to be about 49 m. from Aleppo.

Add: 'There is probably a choice of several tracks for the next few miles. The one referred to in the itinerary reaches the Sajur valley near **Chad**, and it seems usual to ford the river here and go down the l. bank to '**Osheriyeh** (3 hrs. from Membij and 2 m. from the mouth of the Sajur). The r. bank, however, is also practicable, and this is reached about ½ m. above 'Osheriyeh by another track which runs *via* **Shnaah** (about 9 m. from Membij), a village of sun-dried bricks with thatched roofs, lying in a depression.

Following the Sajur valley downstream below 'Osheriyeh the track rounds a piece of rising ground and drops down into the Euphrates valley opposite a long island which divides the river into two arms. It then runs under cliffs honeycombed with caves for a little over 1½ m. to the ferry opposite the village of **Tel Ahmar**. There is a small island at the ferry covered in the flood season.'

ROUTE 138 (p. 384)

MEMBIJ—QAL'AT EN-NEJM

- m. 3. The distance to the summit mentioned in text should be given as $5\frac{1}{2}$ m. instead of 3.
After 'Qal'at en-Nejm' add: 'about 150 ft. higher than Membij.'
For ' $\frac{1}{2}$ m. distant ...' read: ' $1\frac{1}{2}$ m. distant from the hill ...'
- m. 6. The distance to this point should be given as 8 m.
- m. $7\frac{3}{4}$. This distance should be about $9\frac{1}{2}$ m.
- m. $11\frac{1}{4}$. 'Track ... N.E.' *Delete this entry and read:*
 'm. $12\frac{1}{2}$. Top of a rise; good view over the hill-system to S. Track runs NE.'
- m. $14\frac{1}{4}$. The distance to this point should be given as $15\frac{1}{2}$ m.
Add: 'Route descends by a narrow but good track.'

ROUTE 139 (pp. 384-6)

ALEPPO—BIRIJIK

Authorities. Add: E. Sachau, Syrien und Mesopotamien. Blanckenhorn, Nord-Syrien, 1889.

Introduction, last two paragraphs.—The alternative routes for the first stages are detailed below, after the corrections to the itinerary.

- m. 9. *For 'Felfin' read: 'Fefin'.*
- m. $19\frac{1}{2}$. *After 'Cross ... stream' add: 'Mill on the r. bank. A line of rocky hills accompanies the Kuweik Su from NW. to SE. Below the bridge the river changes its course and breaks through the cliffs by a narrow valley, which, however, soon opens out again to the plain.'*
For 'Pass Qutein, a few huts' read:
 'm. $23\frac{1}{4}$. **Uvetin** (Qutein?), small village to r.'
- m. 25. *After 'Alexandretta chaussée' add: 'Akhterin is now a station on the Baghdad Railway.'*
After 'Cross ... cultivation' add: 'Bee-hive huts are now less frequent.'
- m. 26-m. 31. *Insert between these mileages:*
 'm. $28\frac{1}{2}$. Pass **Dādiyeh** (Ziyadiyeh) village.'

- m. 31. *Add*: 'The Arabs round here belong to the Beni Sa'id tribe. A little farther N. Arabic gives place to Turkish as the prevailing language.'
- m. 32. *After this entry insert*:
'm. 37½. About here the road *via* Berā'ah comes in on the r.'
- m. 35-m. 73. *Delete this part of the itinerary and substitute the following*:

'Miles from
Aleppo

- 40 **Kadina** village (Ayash?), 30 huts. From here to Birijik most of the peasants are Arabs of the Bekliyah tribe.
- 41½ **Khalil Oghlu**, a few huts. Water from wells 15 ft. deep. Basalt ridge to r., possibly the watershed between the Kuweik Su and the Euphrates.
- 42¾ Limestone hill 1 m. to l.
- 43 Small basalt hill on r. and a small valley running E.; no stream.
- 44 **Bāb el-Limun** (Papilul); well 60 ft. below the surface. Alt. 1,555 ft.
Country flat and fertile. Direction NE.
- 45 **Hachiveli** village. The hills to S. recede.
- 46¾ **Akoseldran** (Öküz Öldüren) village to r. Conical hill 60 ft. high 1 m. to r. Beyond it the waterless valley mentioned under m. 43 runs W.—E., with a village on its far side about 2 m. distant. Beyond the village are the hills.
- 47½ **Juvertan** village near a mound 1 m. to r. A route from El-Bāb comes in about here on the r.
- 48 **Qara Göz** village. **Ghadilar** on a mound 1 m. to E. Easy descent into a wide depression. Direction NNW.
- 49½ Cross a stream, the **Mazar**, or **Küçük Sajur**, 5-10 ft. wide running E. parallel to the Sajur to join the main stream. Mill and bridge over the Sajur to r.
- 50¼ Ford the **Sajur**; width 30-40 ft., depth 2½ ft., with a rapid current flowing SE. in a pebbly channel. The ford is difficult in the rainy season. A few poplars in the valley to l. (For an account of the Sajur valley see *Route 140*.) The Baghdad Railway crosses the Sajur near the point here reached, about 1½ m. E. of Aqcheh Koyunli station.
Road ascends steeply for a short distance out of the Sajur valley and then proceeds NE. over the plain. There is a rise of about 150 ft. between the ford and Zambur (m. 55 below). From the brow of this rise, about 2 m.

Miles from
Aleppo

- from the ford, there is a wide view over the reddish, fertile plain which lies between the Sajur and the Kerzin.
- 51½ Village $\frac{3}{4}$ m. to r.
- 53½ The road from Jerablūs to Killis crosses about this point (see *Route 141 a*). **Shebib** village lies about 2 m. to r. Beyond it is the village and tel of **Deveh Hüyük**. Still farther away in the same direction is the hill of **Sibahlar**. To NE., some 6 m. distant, is **Kabaghat** village.
- 55 **Zambur**, 30 flat-roofed houses (of Turkomans ?); khan and several wells 60 ft. below the surface; water good, but muddy. The village is an important stopping-place. Birijik can be seen in the distance.
- 57 **Mukveli** village 1 m. to l.
- 57½ **Izan** village to r.
- 58 Mound 60 ft. high to l. near the road. About 3 m. away on the same side is a low, bare ridge running from W. to E., with olive-trees on its eastern end.
- 59 **Kelyanköi** 1 m. to r.; **Kerzendash** 1 m. to l.
- 60 **Chütlük** village and tel 2 or 3 m. to r. Near it, rather farther E., is **Germish**. **Aghkoyu** is about 1½ m. to r.
- 60¼ **Yinfelik**, small village, some distance SW. on a ridge stretching into the plain from the N.
- 60½ **Ekinjeh** (Akesia), 30 clay huts. A track comes in on the l. from 'Aintab. Near here are the ruins of a village called **Shingak**.
- 62 **Hassanyk** 1½ m. to r.; **Kirik** 1½ m. farther E.
- 63½ **Sarikosh** (Seri Qoch) village, 15 huts, to r. on a saddle between 2 tels. On the larger tel is a *weli*. There is a well close to the road, which here is good and 30 ft. wide. Alt. 1,700 ft. Gradual descent; country becomes more broken.
- 67 Descent into a small valley. Cross a stream-bed running ENE.
- 68¼ House to l. Cross the **Kerzin Su** by a stone bridge of 3 arches, 40 ft. long. Roadway 12 ft. The river is 30 ft. wide and bordered by low limestone and chalk cliffs. On the r. bank, where the cliffs are 45–60 ft. high, are 2 mills, with water running through tunnels in the cliffs. The l. bank is much lower than the r.

Miles from
Aleppo

The country from here to the Euphrates is an undulating plain with little cultivation and few villages.

Long gentle ascent begins.

71½ Watershed, alt. 1,522 ft. View to the Euphrates. Two chalk hills to l.; to S., the Kerzin valley with steep side-wadis. **Hasan Oghlu** village and tel 1½ m. to l. Beyond it can be seen the olive groves of Nizib at the foot of the hills to N.

74¾ **Tel Miyan**, 50 huts, on a stream 3 ft. wide. Alt. 1,380 ft. Flat-topped conical hill behind the village.

75½ Cross a stream.

76½ Reach the terrace on the r. bank of the Euphrates. **Kefara** village on a hill close to the river. Road turns up the r. bank past some cemeteries to the khan opposite Birijik, where there is a ferry. Alt. 1,230 ft.

78 **Birijik.**

ALTERNATIVE ROUTE FROM ALEPPO TO JISR EL-MUDHIQ

Miles from
Aleppo

0 **Aleppo.** Route leaves the town by the **Bāb el-Ferej**. After some distance the hills on the l. bank of the Kuweik recede from the river.

6 **Heilan** village and hill.

7½ **Muslimiyeh** village about 1½ m. to l. At or near the village is the junction of the line from Islahieh with that from Aleppo to Jerablūs.

8 Apparently about here the T.L. branches to r. to join the road *via* Berā'ah (see below).

8¼ **Babinnith** (Sueidiyeh?) village.

10¾ **Fefin** village and tel 1 m. to l.

12 **Hethin** on the l. bank of the river.

13 **Jerāmil** ½ m. to l. on the r. bank.

15¼ **Jisr el-Mudhīq.**

ALTERNATIVE ROUTE FROM ALEPPO *via* BATUZ AND BERĀ'AH

The road is probably fit for carts. An itinerary is given below, the distances for which are taken from the route-map of the original authority. These appear to disagree in a number of cases with the evidence of his diary.

Miles from
Aleppo

- 0 **Aleppo.** Alt. 1,200 ft. Road leaves the N. end of the town, passing small barracks on the l. and the monastery of **Sheikh Bekr** on a hill. Farther on, to S., are the large barracks of **Ibrāhim Pasha**.
- 1 Shrine and garden of **Sheikh Faris** to l. Flat country; calcareous soil.
- 5½ Slight descent.
- 6 Well. Road ascends.
- 6¼ **Heilan** village to l. at the western foot of the hill which the road is crossing.
- 6½ The hills on the r. recede. Large plain.
Kseibe (Quseibeh ?) village 1½ m. to l.
Bresi village some distance to r.
- 9 **Sueidiyeh** (Babinnith ?) to l. The T.L. here comes in on the l. by the longer route *via* Heilan and Kseibe (see alternative route from Aleppo to Jisr el-Mudhiq above, m. 8).
- 10 **Hethin** village 3 m. to l. (see alternative route above, m. 12). On a hill to r. is a two-storied house, and beyond it **Haliseh**, a Kurdish winter-village composed of underground dwellings grouped round a spring.
Road proceeds past a limestone hillock, 60 ft. high, to l.
Undulating ground with outcrops of limestone.
- 15¾ **Deana** village to l.
- 19½ **Tiltheni** village 2½ m. to l. Road continues over white slaty marl; slight undulations.
- 23 **Batuz** (Vahsh Köl ?) to l. Beyond it lie **Marusi** and **Akhterin**, the latter round a small hill.
- 23¾ **Berā'ah** village to r.
- 25½ **Elleh** village to r.
- 26½ **Au'elli** village 1½ m. to N. Beyond it are the village and mound of 'Tel 'Ar.
- 29 **El-Oakfa** (Waqf) village to r.
- 32 **Jovanbagh** (Chōbān Bay) village on the S. side of a basalt cone 50 ft. high. On the W. side of this hillock 5 roads meet. Alt. 1,600 ft.
(For the station at Chōbān Bey see p. 415 text, and p. 163 below.)
- 34½ Basalt cone to r.
- 35¾ Here the present route joins the road from Jisr el-Mudhiq.

ROUTE 140 (pp. 386-7)

TEL AHMAR—ZAMBUR

Introduction. *Add:* 'There is some confusion in the original authority as to how far the route follows the l. bank of the stream and how far the r. bank. It is therefore uncertain whether or not the r. bank was followed between m. $12\frac{1}{4}$ and m. $23\frac{3}{4}$. There appear to be tracks along both banks.'

m. $23\frac{3}{4}$. The road which crosses at this point is fit for wheels (for some details see corrections to *Route 137*, m. 29).

ROUTE 141 a (pp. 388-90)

KILLIS—JERABLŪS

The distances given in the text disagree with those in the original account, which itself disagrees with the authority's sketch-map of his route. From the point where the present route leaves the 'Aintab chaussée there is no other authority for the road, and it is therefore impossible to check the available data in detail.

The distances, however, appear to be overestimated. Travelling times noted are: $5\frac{1}{4}$ hrs. to the Kuweik Su, $12\frac{1}{2}$ hrs. to Kassab, and $20\frac{1}{4}$ hrs. to Jerablŭs. Under the heading A below are given the distances as taken from the route-map, and under B those in the original text.

A Miles from Killis	B Miles from Killis	
0	0	Killis.
4	$4\frac{3}{4}$	Anaz $\frac{3}{4}$ m. NNE.
$6\frac{1}{4}$	$6\frac{1}{2}$	Stream.
10	10	Tel Habash.
12	$13\frac{1}{2}$	Village to l.
$12\frac{1}{2}$	15	Zabarān.
$13\frac{1}{2}$	$16\frac{1}{2}$	Gellat.
$14\frac{3}{4}$	18	Kuweik Su.
15	$18\frac{1}{2}$	Barakei.
$16\frac{1}{4}$	$20\frac{1}{2}$	Yilandeh.
18	23	Yazili Bashar.

A Miles from Killis	B Miles from Killis	
19	24	Mazanta to r.
	25	Houses on r.
19 $\frac{3}{4}$	26	Tirkib.
21 $\frac{3}{4}$	29	Selminjik on r.
25	32	Sheikh Bujab on l.
28	36	Arajuram on r.
30 $\frac{1}{2}$	38	Yona on l.
31 $\frac{1}{4}$	38 $\frac{1}{2}$	Yenzipan to r.
33 $\frac{1}{2}$	40	Kilauz on l.
34 $\frac{1}{2}$	42	Wassala on l.
37 $\frac{1}{2}$	45	Kannab.
39 $\frac{1}{4}$	46 $\frac{1}{2}$	Birijik—Aleppo road.
40 $\frac{3}{4}$	48	Shibil on r.
48	51	Gechili on l.
44	52	Nohu on l.
46	55	Shitbik to l.
48 $\frac{1}{2}$	56 $\frac{1}{2}$	Germish to l.
47 $\frac{3}{4}$	57	Alayuz to r.
53	64	Qara Kõi to r.
54	65	Lugluk.
56	67	Teklijek on l.
59	71	Jerablūs.

It may be noted that in the original text Kannab is said to be on the l. of the road, while the route-map marks it on the r. The map also puts Alayuz about $\frac{3}{4}$ m. before Germish.

Under m. 35 and m. 42 in the text, for 'ENE.' read: 'E $\frac{1}{2}$ N.'

ROUTE 141 b (pp. 390, 391)

JERABLŪS—ZAMBUR

m. 2 $\frac{3}{4}$. For '**Karintil**' read: '**Karanfyl**'.

m. 13 $\frac{1}{2}$ and m. 14 $\frac{1}{2}$. For '**Chutluk**' read: '**Chütlük**'.

m. 17, m. 17 $\frac{3}{4}$, m. 18 $\frac{3}{4}$, m. 20 $\frac{3}{4}$. For these mileages read 'm. 16', 'm. 16 $\frac{1}{4}$ ', 'm. 18', and 'm. 20' respectively.

m. 18 $\frac{3}{4}$ Tel Hajar is on the r. of the track.

ROUTE 142 (pp. 391-3)

KILLIS—BIRIJIK

Introduction. Add: 'The distances given in the itinerary are taken from the original authority. They disagree, however, with those given on his route-map, from which the following outline is taken:

Miles from

Killis

0	Killis.
5	Anaz on l. Direction now NE. up the valley of the Sinab Su.
7½	Several tributaries are crossed in the next 1½ m.
9¼	Leave the chaussée and turn half-right. Ford the Sinab Su.
12¾	Kazupli ½ m. to l.
13¾	Track runs E. along the r. bank of the Buluk Su.
15½	Cross the Buluk Su near Panjarli.
18	Cross a branch of the Kuweik Su.
19	Cross a second branch of the Kuweik Su.
20	Karmur Kessen 1 m. to r. Leave the old road to 'Aintab.
22	Bākit 1½ m. to l.
23½	Cross the Koti Su. Tum village 1¼ m. upstream.
24½	A track comes in from Tum.
25	Qantareh 1 m. to r.
26	Hameli 1½ m. to r.
27	Dahana 1½ m. to r.; a village 1 m. to l.
29	Tel Bashar. Cross the Sajur Chai.
30½	Stream.
33	Stream.
33½	Ascent begins.
35½	Summit, alt. 2,340 ft.
39	Mizar. Cross the Akar Su.
46	Cross the Nizib Su. Nizib on l.
50	Qara Mahmūd on r.
54½	Cross a stream.
58	The Euphrates opposite Birijik.

ROUTE 143 a (pp. 393-4)

'AINTAB—BIRIJIK

For this route substitute the following :

BIRIJIK—'AINTAB

*Authorities :—*Drummond, *Travels*. Maundrell, *Account of a Journey from Aleppo, &c.* Černik in Petermann's *Mitt. Erglft.* 45 (1876). Guides-Joanne, *Itinéraire de L'Orient*, vol. iii, Route 86. Haussknecht, *Routen im Orient*, 1882. Blanckenhorn, *Nord-Syrien*, 1888. Oppenheim's map in Petermann's *Mitteilungen*, vol. 57 (ii), 1911. French Railway Reconnaissance, 1893.

For the first 12 m. the route follows that detailed (in the reverse direction) in *Route 142*. (For details of a track *via* Balkis see *Handbook of Asia Minor*, Vol. IV, Part 2, Route 133.) From **Nizib** (m. 12) the road follows the foot of the slopes and crosses the bridge over the **Nizib Su** (Kerzin Chai). From the bridge there is a choice of roads.

Route A. The Killis chaussée may be followed to **Mizar** (19 m.). Here a well-defined track branches NW., apparently joining *Route B* in the neighbourhood of Urul. Another track apparently also leaves the chaussée about here and runs W. to **Hajar Kōi** (30 m.), and then NNW. to **Jaghdighin** (31½ m.), where *Route B* is joined.

Route B. This road seems to leave the chaussée at or near the bridge and trends W. to **Urul** village (20 m.). Beyond Urul the route follows the crest of the hills forming the (northern?) edge of the Urul Chai valley. On or near the road are the villages of **Javur** (23 m.) and **Sinan** (26 m.). **Jaghdighin** is reached at 29 m., and here *Route A* comes in on the l. The road now descends the **Kursun Dagh**, crosses a small stream, and passes **Bibighan** (Bibrigā, 33 m.). Beyond Bibighan it crosses a tributary of the Sajur Chai and ascending a hill on the l. descends into the Sajur valley, crossing the river before entering '**Aintab** (39 m.).

Route C. This route also seems to leave the chaussée at the bridge over the Nizib Su and keeping N. of *Route B* *via* **Durbal** (5¾ m.) and **Deirbistan** (9 m.) crosses undulating plateau to '**Aintab** (26 m.). (For details see *Handbook of Asia Minor*, Vol. IV, Part 2, Route 135 B.)

The distances given above are rather uncertain. Travelling time, 9½–10½ hrs.

ROUTE 144 (pp. 394, 395)

BIRIJIK—ADIAMAN

- m. 51 $\frac{3}{4}$. The total time taken by the original authority from the point here reached to Adiaman was 8 hrs. 56 mins.
(For fuller details of the remainder of the route see *Handbook of Asia Minor*, Vol. IV. Part 2, Route 138, m. 64 $\frac{3}{4}$ —m. 91 $\frac{3}{4}$.)

ROUTE 145 a (pp. 396–7)

RŪM QAL'AH—'AINTAB

Introduction. 'The exact relation . . . is not clear.' *Route 145 a* is pretty certainly identical with *Route 145 b* from Khūm to 'Aintab (see below).

- m. 22 $\frac{1}{2}$. The 'strong stream' crossed at this point is apparently the **Sinek Su** (cf. *Route 145 b*, m. 17 $\frac{3}{4}$), beyond which the road ascends over a low rocky hill.
m. 24 $\frac{1}{4}$. The 'large village' 2 m. SSW. of the road seems to be **Kartal Kōi** (wrongly called Arim Kōi by the authority of *Route 145 b*?).
m. 28. **Uruz** village is apparently the **Arūl** of *Route 145 b*, m. 23, and the **Arim** of another authority. *Add*: 'Good water at Uruz.'
m. 32 $\frac{1}{2}$. The spring here seems to be the equivalent of the 'two vaulted cisterns with steps' of *Route 145 b*, m. 27 $\frac{1}{4}$.

ROUTE 145 b (pp. 397–8)

RŪM QAL'AH—'AINTAB

- m. 15 $\frac{1}{4}$. For '**Jazil**' read: '**Jazit**'.
m. 17 $\frac{3}{4}$ —m. 35 $\frac{1}{4}$. For this stage of the route see *Route 145 a*, m. 22 $\frac{1}{2}$ —m. 43 $\frac{1}{2}$.
m. 34 $\frac{1}{2}$. The quarries passed at this point supply building-stone for 'Aintab.

ROUTE 146 (pp. 399–400)

KILIK—BEHISNI

- m. 8. The ancient quarry is to l. of the road, not to r., as stated in the text.

ROUTE 147 (pp. 400–3)

SAMSAT—MAR'ASH

Via BEHISNI

- m. 18. For '**Hulhult**' read: '**Hulhulk**'.
 m. 28 $\frac{3}{4}$. 'A track passes through the point . . . over the Qizil Dagh which lie to S.' For 'the' before 'point' read 'this', and for 'lie' read 'lies'.
 The track from the N. here referred to is the road from Adiaman to 'Aintab (see *Route 144*, m. 51 $\frac{3}{4}$ –m. 76 $\frac{1}{2}$, and *Handbook of Asia Minor*, Vol. IV, Part 2, *Route 138*).

ROUTE 148 (pp. 403–4)

SAMSAT—KIAKHTA

- m. 6 $\frac{1}{2}$. For '**Lelia**' read: '**Zelik**'.
 m. 35. The bridge over the Bōlam Su has a roadway of 15 ft., with parapets 3 ft. high. Total length with abutments 380 ft.
 m. 39 $\frac{1}{2}$. Note. 'According . . . on the hills'. The following is a description of the alternative route from Samsat to Kiakhta:

ALTERNATIVE ROUTE

Authorities:—Hogarth, *Diary*, 1894. *Geogr. Journ.*, vol. viii (journey of 1894). Humann and Puchstein, 1882. Handel-Mazzetti's map in *Petermann's Mitteilungen*, 58 vol. (ii), 1912 (journey of 1910).

Miles from
Samsat

0

Samsat.

$\frac{1}{2}$

Samsat Qal'ah to r.

Kelisian, small village on river.

1

Cross a dry stream-bed. Large marsh to r. beside the river.
 Route keeps along the plain.

Miles from
Samsat

- 1½ Village (Kair?). Track bears away from the river, which here runs out in a marshy spit, well cultivated.
- 2½ Cross a stream (water in May). Track continues to bear away towards the edge of the hills.
- 2¾ **Baliaman**, small Kurdish village, on the edge of the hills. **Kerjian** village is seen 1 m. to r. on a spit of marsh in the river.
- 3¾ Stream.
- 4 Large mound $\frac{1}{4}$ m. to r.
- 4¾ **Lidar**, large village and mound, about 1 m. distant on the l. bank of the Euphrates. The road returns to the river-bank. Hills about $\frac{1}{2}$ m. to l. gradually approaching the route.
- 5 Dry stream-bed.
- 5½ Stream. **Kolo** village is seen about 2 m. distant on the l. bank.
- 5¾ Stream. A broad road branches to l. possibly leading to Ala Köprü (see below, m. 11¼),
- 6¼ Road bends away from the river and crosses a stream. Spit of low ground to E.
- 6¾ Ruins of an ancient aqueduct in the end of a valley.
- 8 Road reaches the edge of the hills, cutting across a low spit. Ground still very open. Pass a ruined village near a fragment of aqueduct. At this point in 1894 the road followed the hills on the l. The track along the river had been partly carried away, but was fairly good except at one point.
- 10¾ Stream.
- 11¼ Second stream.
- Ala Köprü**, prosperous Kurdish village of 40 houses. The river here curves E., leaving an open stretch in front of the village.
- 12 Reach the edge of the bluffs 200 yds. from the river.
- 12¾ **Koshan**, Kurdish village, built on the side of a hill overlooking the river. No ferry in 1894. The hills recede between here and Khojan (m. 14½ below).
- 13½ Stream.
- 14½ **Khojan**, Kurdish village larger than Koshan; 40-50 houses about 200 yds. from the river, which here again curves N.
- 15¾ Mouth of Kiakhta Su seen in front. Route passes the end of the hills, keeping $\frac{1}{4}$ m. from the river-mouth.
- 17 Reach the r. bank of the **Kiakhta Su** opposite a mill-

Miles from
Samsat

- course. Remains of ancient aqueduct. The **Kiakhta Su** is about $\frac{1}{4}$ m. wide. Route fords the stream and ascends a long valley from the l. bank. It then climbs up the side of the valley and continues along the top of the l. bank.
- 19 $\frac{1}{4}$ **Kebrgrush** (Dafkush ?), poor Kurdish village of 20 houses. Alt. about 2,100 ft. Direction now N.
- 20 $\frac{3}{4}$ **Anjus**, large village on a stream running to the **Kiakhta Su**. A track runs from here SE. to Chermish ferry on the Euphrates. It passes **Dafkush** (1 $\frac{1}{2}$ m.) on the r., descends a stream to **Daghdahan** (2 m.), where it crosses to E., and trending SE. again crosses a low plateau (2,050 ft.) to the **Euphrates** (4 m.; alt. 1,570 ft.). **Chermish** village is on the opposite bank and a track leads from there to Urfeh, about 29 m. almost due S. (see correction to *Route 120 a*, m. 4-10).
- Route now runs NW. along a ridge with valleys to r. and l.
- 25 $\frac{1}{2}$ Summit, alt. 2,360 ft.
- 27 $\frac{1}{4}$ **Qaramukhara** village on a mound $\frac{1}{4}$ m. from the bank of the **Guru Chai** (Lilan Chai), alt. 2,150 ft. A track from Khores to **Kiakhta** appears to come in here (see correction to *Route 150 a*, m. 52 ?, at m. 29 of the route there described).
- Track fords the stream; breadth about 40 ft. with plenty of water in June.
- From the ford there appear to be two tracks for some distance. One of these ascends and after $\frac{1}{2}$ m. reaches **Husler**, beyond which it ascends a stream to Shanykand. The other track apparently does not touch Husler but ascends a side-valley and passing a village called **Parvajak** to l. after about 2 m. also reaches Shanykand. The total distance in each case is about the same.
- 30 **Shanykand** (Sharne, Kōi Gigan ?), small village with good gardens and water. Alt. 2,620 ft.
- 30 $\frac{3}{4}$ **Büyük Bagh**, large Kurdish village of 150 houses; vineyards and gardens and good guest-house.
- Track turns first W. and then NW. over uplands at the foot of the mountains
- 32 $\frac{1}{2}$ Alt. 2,590 ft. Descent to a deep valley with a tributary, the **Karkesh Chai**, flowing to the **Kiakhta Su**.
- 33 Reach the stream. Rough scrub and earthy cliffs.

Miles from
Samsat

- 33½ Ascent out of the valley.
 34½ Alt. 2,670 ft. Descent into another valley.
 35 Stream flowing to the Kiakhtha Su.
 35¾ **Balbalo** (Baydol), 40 houses. Alt. 2,340 ft.
 36½ Path climbs steeply up a side-valley to a stony scrub-covered plateau which stretches to the foot of the Nimrūd Dāgh. Alt. of plateau 2,900 ft.
 37½ Alt. 2,800 ft. **Kilisik** village 1 m. to l. **Hopak** 1 m. to r. Steep ascent, rounding the shoulder of a hill.
 39¼ Summit. View into the Kiakhtha basin. **Asker** village 1½ m. WSW.; **Qara Qush** (see *Route 148*, m. 29¼) in the same direction. Stony path winding round the foot of the hills and crossing many small watercourses.
 41¼ Alt. 2,950 ft.
 42¼ **Kaoti** village among gardens. Alt. 2,850 ft. Track continues up and down foot-hills covered with high scrub to a final steep descent to the Kiakhtha Su.
 45¼ Single-span bridge over the river (see *Route 150 a*, m. 30).
 • Steep ascent by a rocky path.
 46¼ **Kiakhta**.

ROUTE 150 a (pp. 406–9)

ADIAMAN—GERGER

- m. 25¼. **Kiakhta Su**. The river here called **Kiakhta Su** is the main stream, the **Bōlam Su**, of which the **Kiakhta Su** is a tributary (see *Route 148*, m. 35).
 m. 30. The bridge over the **Kiakhta Su** is of stone, a single arch, 8 ft. wide, without parapets.
 m. 32? (i) 'The northern route . . . Gerger Chai.'

Add: 'This track is shorter and perhaps more difficult than the southern route. The following are some details of the path followed (described in the reverse direction). The description, however, breaks down a few miles from **Urik**, the traveller whose account is taken having lost his way.'

NORTHERN ROUTE FROM GERGER TO URIK.

Miles from
Gerger

0	Gerger. Track follows that described in the reverse direction in <i>Route</i> (ii) below.
7	Mishrakh.
10½	Petirgö , in 1882 composed of 20 houses of Kurds who lived in a perpetual state of feud with those of Mishrakh. Alt. 3,200 ft.
	Track now fairly level. Direction SSW.
11½	Strong stream from W.
11¾	Small village among chestnut-trees.
12¼	Small stream running SE.
13	Stronger stream from W. Track ascends.
13½	Gentle descent. Direction SW. Alt. 3,478 ft.
13¾	Ascent.
14¼	Ravine running SSE.
15	Village. Alt. 3,740 ft. Direction now W.
16¼	Cross a stream. Gentle ascent.
18½	Reach the rocky plateau. A little beyond this point the traveller whose account is here followed lost his way.
22?	Urik. Alt. 4,265 ft.

(ii) 'The southern route . . . longer than the northern route.'

Add: 'The following are some details of the track :

SOUTHERN ROUTE FROM URIK TO GERGER

Miles from
Urik

0	Urik. Alt. 4,347 ft. Track runs SE., ascending the hill-side in zigzags.
¾	Summit, alt. 4,757 ft. Direction ENE. Descent into a small stream-valley.
1½	Reach the stream and ascend it. Alt. 4,462 ft.
2¼	Source of the stream. Steep ascent.
2½	Reach more level ground; rocky undulations. Alt. 4,692 ft.
3¼	Direction now NE.
3½	Gentle descent.
4	Descent now steeper. Direction NNE. Small ravine to l.
4½	Cliff 15 ft. high. Then a slow descent.
6¾	Karatut. Alt. 3,500 ft.
	Direction now SE¼E. Track descends.
7¾	Direction now E. Cross a stream from NNW.

Miles from

Uruk

- $8\frac{1}{2}$ Cross a stream from NW. Narrow ravine with a village to r.
 $8\frac{3}{4}$ Watercourse from E. Track ascends.
 $9\frac{1}{4}$ Direction N. Village at the foot of a peak. Descent along a ravine.
 $9\frac{1}{2}$ Small stream. Alt. 2,887 ft. Direction now E.
 $9\frac{3}{4}$ Track now runs in a low depression.
 10 Direction changes to $E\frac{1}{4}NE$.
 $10\frac{1}{4}$ Stream running N. and then somewhat E.
 $10\frac{1}{2}$ Stream running WNW. Track ascends.
 $10\frac{3}{4}$ Route now runs along the crest of the ridge at a uniform height. Direction $NE\frac{1}{4}E$.
 $11\frac{1}{4}$ Slight descent past a small water-hole.
 $11\frac{1}{2}$ Route now lies in a shallow depression.
 12 Gentle descent into a large hollow. Direction ESE.
 $12\frac{1}{4}$ Enter a side-depression and another shortly afterwards.
 $12\frac{1}{2}$ Cross a larger depression passing a village, beyond which the track descends more steeply.
 $12\frac{3}{4}$ Direction changes to NE.
 13 A few huts. Descent continues.
 $13\frac{1}{4}$ Foot of descent. Alt. 2,560 ft. Cross a stream running N. In front is a projecting ridge of rock.
 $13\frac{1}{2}$ Cross a stream immediately below the ridge, and pass a village.
 14 Track descends.
 $14\frac{1}{4}$ Large stream.
 $14\frac{1}{2}$ Watercourse.
 $14\frac{3}{4}$ Watercourse in a hollow.
 15 Village.
 $15\frac{1}{4}$ Watercourse in a shallow depression.
 $16\frac{1}{4}$ Fairly deep ravine.
 $16\frac{1}{2}$ **Mishrakh.** Alt. 2,231 ft. The village in 1882 was composed of 40 Kurdish houses and was surrounded with a mud wall. The houses were flat-roofed and in most cases fitted with low breast-works. The inhabitants were in a continual state of feud with those of Petirgö (see Route (i) above, m. $10\frac{1}{2}$). Track runs S., descending towards the stream, which comes from SE.
 17 Direction changes to E.
 $17\frac{1}{4}$ Enter a shallow depression.
 $17\frac{1}{2}$ Stream.
 $17\frac{3}{4}$ Stream.

Miles from

Urik18 $\frac{1}{2}$ 18 $\frac{3}{4}$

19

19 $\frac{1}{2}$ 19 $\frac{3}{4}$ 20 $\frac{1}{2}$

21

21 $\frac{3}{4}$ 23 $\frac{1}{2}$

Track here runs in a hollow ; no water.

Descent.

Direction now NNE. Cross a stream from SSW.

Track follows a side-depression.

Direction changes to SE. along a small ravine. Pass a village (**Chumik** ?) and descend into a fairly large valley.

Stream from SW. Cross a small rise.

Larger stream from SW. Steep ascent.

Small stream to r. Gentle ascent along the bank.

Gerger. Alt. 3,117 ft. The place is a mudirlik in the kaza of Kiakhtha. In 1882 it was composed of about 80 houses, half Kurdish, half Armenian, built close to the Euphrates.From the ancient fort $\frac{1}{2}$ m. to NE. there is a wide view over the plain of Severek and as far E. as the Qarajeh Dagh. The adjoining hills and valleys are dotted with villages, and cultivation is general in every direction.'

NOTE. The directions given in both the above routes are taken from the route-description of the original authority, and the distances are calculated from his travelling-times, allowing roughly 3 m. an hour. In a good many cases neither distances nor directions agree with the original route-map.'

m. 52 ? *Add:* 'A track leads down the r. bank of the Euphrates to Samsat. Nothing is known as to the present condition of the road. It seems to be fairly easy after the Ölbüş pass (m. 1 $\frac{1}{2}$). The villages are mostly small, especially along the first half of the route, and the population is Kurdish. Turkish is very little spoken. The details given below for m. 0-m. 29 are taken from an account of 1882.' For the rest of the route see corrections to *Route 148*, m. 39 $\frac{1}{2}$.

GERGER—SAMSAT

Miles from

Gerger

0

Gerger. Alt. 3,280 ft. For the first 3 $\frac{1}{4}$ m. see *Route 115* in the reverse direction.3 $\frac{1}{4}$ **Ölbüş** village. Alt. 3,510 ft. The road from Severek comes in on the l. (see *Route 114*). The present route runs WSW., soon trending SSW. for a few miles. It traverses a flat terrace about 6 m. broad and 12 m. long running parallel to the Euphrates and about 600 ft.

Miles from
Gerger

higher than the river. This terrace is crossed by a few streams running to the Euphrates, whose beds lie some 250 ft. lower than the general level. Another track lies closer to the river.

- 10 ? **Jimik.**
 12 ? **Hüt.**
 16 **Külbish.**
 20½ **Kumik**, lying in a ravine about 200 ft. deep.
 22½ **Gevozi** (Gevus), the chief village on the plateau and seat of a *mudir*. Stone konak.
 24¾ **Salmadin Köi.**
 25¾ Steep descent from plateau.
 26½ Reach the Euphrates. Alt. 1,475 ft. Cross a wide river-bed (nearly dry in June) passing **Khores Qal'ah** on the r. bank of the Euphrates to l.
 29 **Khores** village. From here a track branches NW. apparently joining the road from Samsat to Kiakhta *via* Khojan at the point where it crosses the Lilan Chai (see correction to *Route* 148, m. 39½, at m. 27¼ of the route there described).
 From Khores the present route appears to run SW. joining after a short distance the route from Samsat to Kiakhta *via* Khojan.
 50 ? **Samsat.'**

ROUTE 150 b (p. 409)

ADIAMAN—GERGER

Via TOKARIZ

Oldish village (mentioned near the foot of the page) is the Ölbüş of *Route* 114, m. 26¼.

ROUTE 150 c (p. 410)

ADIAMAN—SAMSAT

The following are some details taken from a route-map (journey of 1894). The road taken seems to be the same as that followed by Ainsworth.

Miles from

**Adia-
man**

0	Adiaman. Route runs SE. Stream to r.
4	Stone bridge.
5	Cross the Ziyāret Chai , a stream from the N.
5½	Stream. Kaljepunar ½ m. to l. Ascent over a ridge.
6¼	Eskisamsur village ½ m. to r.
6½	Stream.
8½	Stream. Peshbeni village 1 m. to r.
10	Stream (the Mangusi Su ?).
11½	Birgani. Several small streams flowing W. are crossed in the next 2 miles.
16¼	Khonuf (see <i>Route</i> 148, m. 3¾).
20	Samsat.

RAILWAY (pp. 412-17)

BAGHDAD RAILWAY E. OF ALEPPO

m. 0-m. 199. *Delete distances and substitute the following (from a time-table issued in 1917):*

Intermediate Distance Miles	Total Distance Miles	Station
0	0	Aleppo
8.9	8.9	Muslimiyeh
18.1	27.	Akhterin
12.4	39.4	Chöbān Bey
13.	52.4	Aqcheh Koyunli
13.2	65.6	Hulmen
8.6	74.2	Jerablūs
15.2	89.4	Siftek
7.9	97.3	'Arab Punār
13.	110.3	Kharāb Nās
12.2	122.5	Qul Tepeh
12.6	135.1	Tel Abyadh
—	—	Abu Qubbeh
25.7	160.8	Gojar
13.4	174.2	Tuem (Tumen ?)
13.4	187.6	Tel Hammūd
12.4	200.	Ras el-'Ain.

m. 199. **Ras el-'Ain.** There are reported to be 12 sidings at Ras el-'Ain.

Delete 'From Ras el-'Ain . . . Tel Ermen' and substitute :

**THE BAGHDAD RAILWAY FROM RAS EL-'AIN IN THE DIRECTION OF
MOSUL**

(a) Mileage and Stations (Actual or Proposed)

(i) A recent German report gives stations and distances between Ras el-'Ain and Tel Helif as follows :

Intermediate Distance Miles	Total Distance Miles	Station
0	0	Ras el-'Ain
25.48	25.48	Aradeh
14.91	40.39	Derbesiyeh (Girbeshk on W.O. Map, E.T.A., sheet 25)
13.05	53.44	Tel Helif.

A report of November 1917 states that there are water-tanks at Aradeh, Derbesiyeh, and Tel Helif, and also at a place called Jirjib, between Ras el-'Ain and Aradeh (probably at the point where the line crosses the Jirjib esh-Shammār). The same account adds that 5-6 m. from Aradeh a branch-line runs S. for 2 m. to a quarry.

(ii) A report of July 1918, gives the following mileages for stations between Ras el-'Ain and Nisibin :

Intermediate Distance Miles	Total Distance Miles	Station
0	0	Ras el-'Ain
6	6	Jirjib el-Hamar (Lesser Jirjib). Station-buildings not of stone and probably not permanent
20	26	Aradeh. Station-buildings of stone
15½	41½	Derbesiyeh. Station-build- ings of stone
13	54½	Tel Helif
17	71½	Serchikhen. Station-build- ings temporary
8	79½	Nisibin

(iii) A report of 1911 gave the following list of stations then proposed for the railway between Ras el-Ain and Mosul:

Intermediate Distance Miles	Total Distance Miles	Station
0	0	Ras el-Ain
23.42	23.42	Aradeh
9.35	32.77	Jerbash (Derbesiyeh ? But see distances from Ger- man report above)
18.91	51.68	Tel Helif
14.32	66.	Serchikhen
9.50	75.5	Nisibin
13.19	88.69	Helwa
10.83	99.52	Wadi 'Abbās
14.47	113.99	Wadi Rumilan (Demir Kapu Khān)
13.04	127.03	Tel Jebel
12.01	139.04	Tel Hawa
12.92	151.96	Wadi Mir
13.79	165.75	Kesik Köprü
19.47	185.22	Nejamil
13.41	198.63	Mosul.

[For a road from Derbesiyeh to Nisibin *via* Tel Helif see corrections to *Route 126*.]

(b) *Bridges on the Section Ras el-Ain—Nisibin*

(i) At Jirjib el-Hamar (Lesser Jirjib), m. 6 from Ras el-Ain. Railway bridge of steel girders (rolled steel joists) on 3 wooden piers. Length 30–50 yds., height 15 ft. (The Lesser Jirjib is dry except after rain, when it is liable to spates.)

(ii) At Jirjib esh-Shammār, m. 15 from Ras el-Ain (?). Railway bridge of steel girders on 8 or 10 wooden piers. Length 60 yds., height 30 ft.

(iii) At Aradeh. Small wooden railway bridge over Zinjan Chai, a perennial stream about 10 yds. wide and 5 ft. deep.

There are no bridges from here to Derbesiyeh. Between Derbesiyeh and Tel Helif only small culvert (culverts?).

(iv) At 'Amūdeh (6 m. ? E. of Tel Helif). Wooden railway bridge across dry nullah about 20 yds. wide.

From here to Serchikhen a few small culverts only.

(v) At Nisibin. Railway bridge over Jaghjagha Su, $\frac{1}{2}$ m. E. of Nisibin, 50–60 yds. long, 25 ft. high, with seven or eight stone piers and ferro-concrete superstructure.

(c) *Rail-head*

Nisibin was rail-head in the summer of 1918.

Between Nisibin and Mosul. It has been reported that by February 5, 1918, the formation level was completed as far as Demir Kapu Khān (about 43 m. ESE. of Nisibin), where a new bridge with masonry piers and iron and wood superstructure had been built.

According to another report the embankment had been completed to a point 12 hrs. (say 36 m.) beyond Nisibin in the summer of 1918.

(d) *Branch-line Derbesiyeh—Mardīn, &c.*

A broad-gauge line runs from Derbesiyeh to within a short distance (5–2 m.) from Mardīn.

According to information of the end of September 1917, there was a Decauville extension in the direction of Diarbekr from the terminus of the broad-gauge branch-line S. of Mardīn, but it was not known how far it extended.

Another report states that a Decauville line runs from Tel Helif to Izzet Pasha, $5\frac{1}{2}$ m. beyond Mardīn in the direction of Diarbekr, and that a broad-gauge embankment had been made between Tel Helif and Mardīn, but that no rails had been laid.

A report of August 1917 stated that the rails of the Decauville line formerly connecting Mamureh and Islahieh had been transferred to the Mardīn district. The length of this line would be about 33–4 m.

(e) *Condition of Line, &c., E. of Ras el-'Ain*

According to one report the track E. of Ras el-'Ain is bad; another account reports the rail-bed to be good, though trains move slowly. Many engines use wood-fuel brought from Mardīn by branch-railway.

The normal traffic E. of Ras el-'Ain is said to be 1 train a day, the average length of a train being 15 trucks, though emergency troop-trains may have 25–8 trucks drawn by 2 engines.

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